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AND

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BIRTH.

On the 18th of March, 1898, at the Spanish Consulate, Kulangsu, Amoy, the wife of S. T. STEPANOV, of the Chinese Maritime Customs, of a DAUGHTER.

MARRIAGES.

On the 19th March, at Yokohama, HAROLD HENRY BANNISTER RAINES, to ANNIE OLIVER.

On the 21st March, 1898, at Hankow, by the Rev. J. A. Ingle, in the presence of the U.S. Consul, ELIZABETH, second daughter of the late Samuel WILLIAMS, of Tientsin, to THEODORE SUFFERT, of Cleveland, Ohio, U.S.A.

On the 26th March, at Yokohama, FRANCIS HENRY ABBEY, to FLORENCE AIMEE, eldest daughter of the late Mr. BENJAMIN GUNN, of London.

DEATH.

At the Shanghai General Hospital, on the 29th March, 1898, JAMES EVELEIGH, Superintendent of the Sailors' Home, aged 52 years.

ARRIVALS OF MAIL.

The German mail of the 7th March arrived, per N. D. L. steamer *Prinz Heinrich*, on the 5th April (29 days).

EPITOME OF THE WEEK.

The Chinese telegraph line from Shanghai to Tientsin is, it is reported, to be duplicated.

It is reported that Mr. Wæber, the former Russian Minister to Korea, is to be sent back to the Peninsula.

Mr. A. Zimmermann, German Vice-Consul at Shanghai, has been appointed Civil Commissioner at Kiaochau Bay.

Mr. Paul H. King is appointed acting Commissioner of Customs at Hangchow in succession to Mr. S. Leslie, who goes home on leave.

M. Alexieff, late Russian Financial Adviser to the Korean Government, has been appointed commercial attaché to the Russian Legation in Tokyo.

Mr. G. Litton is taking over the Consular duties at Chungking in room of Mr. J. N. Trotman, who goes home to England on furlough.

Mr. P. H. S. Montgomery, Acting Commissioner of Customs at Soochow, has been appointed Commissioner at Yatung, Mr. H. E. Hobson, the present Commissioner, going home on leave.

The Hon. H. E. Wodehouse, C.M.G., who has retired from the Hongkong Civil Service, left on the 6th instant. He was the recipient of a number of farewell addresses before his departure.

It is understood that Mr. E. H. Fraser will take charge of affairs connected with the British Consulate at Foochow this month, when Mr. W. R. Carles starts for England on twelve months' leave.

One of our inland correspondents tells us that he met five German mining engineers thirty miles north of Hankow. They were bound for the mountains south of Honan prospecting.—*Mercury*.

Mr. G. D. Pitzipios, Interpreter in H.M. Consulate-General at Shanghai, is appointed Vice-Consul at Canton, and will leave for his new post this month. He is to be succeeded at Shanghai by Mr. Perkins.

A special correspondent at Chungking telegraphs that the militia who made the attack on the mission at Kiangpeh have dispersed, but no arrests have been made, nor has the Taotai been trying to make any, as he alleges that he has no instructions to do so from Peking.—*N. C. Daily News*.

Our friends on the Customs staff whose bitter cry we have published, while it is still officially pigeon-holed at Peking, and who have had all the post office work added to their labours without any additional pay, may comfort themselves with the hope that the Inspector-General intends to make the assumption of the collection of likin the opportunity for a general readjustment of their now inadequate salaries.—*N. C. Daily News*.

An official telegram from the Chinese gold mines at Muho, in the Amoor regions, reports that large bodies of Russians have crossed into Chinese territory, that it looks as if these troops were to be divided into three corps of from 12,000 to 15,000 men each, and that one of these corps would probably be encamped in the vicinity of the mines in question. Each corps is fitted out as if for a long march and comprises all three arms of the service.—*N. C. Daily News*.

At Shanghai on the 1st March Dr. Staebel (Germany) Mr. J. Goodnow (United States), and Mr. R. W. Mansfield (Great Britain), sat at the German Consulate to hear an action for injunction brought against the Municipal Council by Mr. H. Browett, who alleged that the value of certain property of his, with a frontage to the Soochow Creek, was depreciated by the officers or agents of the Council shooting garbage on the foreshore. The Council, represented by Mr. Dowdall, claimed a prescriptive right. Mr. F. Ellis appeared for the plaintiff. Witnesses were called for Mr. Browett and the case was adjourned.

The death is reported on the 22nd of March of the Prince of Suh, a descendant of one of the eight "iron-capped" Princes who accompanied Shun Chih, the first Emperor of the Manchu dynasty, into China. The deceased Prince was quite a favourite with the present Emperor Kuang Hsü, who gave him, amongst other lucrative appointments, that of Chief of the Peking Octroi.—*N. C. Daily News*.

The *Kobe Chronicle* translates the following Tokyo press despatch, dated 29th March, from a vernacular paper:—Owing to the scarcity of the stock of raw cotton, the cotton spinning companies at Osaka and other places have applied to the Nippon Yusen Kaisha that an extra boat be dispatched to Bombay. Negotiations are going on as regards freight. The Nippon Yusen Kaisha will charter a foreign steamer for the extra trip.

It is positively stated, says the *N. C. Daily News*, that H.E. Sheng has sent to Hangchow for the expectant Taotai Wu Yih-ting, ordering him to come to Shanghai, as he is the best French scholar of all the native officials on the coast, to settle the terms of the so-called Belgian loan, the negotiations for which have been resumed. The amount of the loan is £4,000,000 sterling; the money is to be used in building the Peking-Hankow railway; the original terms were 4½ per cent interest, and the railway to be completed in five years. The new terms are 5 per cent. interest, and the railway to be finished in three years. Mr. Wu was due at Shanghai on the 2nd April.

The political situation between the Foreign Powers and China has produced important announcements during the past week. China has conceded to the British demand for the lease of Weihaiwei when the Japanese evacuate that port. It is believed that Japan is favourable to the scheme. China has also agreed to open the ports of Funing, Yochau, and Chingwan. In his statement in the House of Commons on the 4th April Mr. Balfour said that by acquiring Weihaiwei, which there was no intention of turning into a commercial port, Great Britain prevented the Gulf of Pechili from falling under the undisputed control of any Power, and he hoped China would maintain not only a nominal but a real suzerainty over her vast dominions. British and German interests were identical and he hoped the two countries would work together. Great Britain had no reason to complain of Russia's Commercial Policy, but unfortunately Russia thought it necessary to acquire Port Arthur, which as a purely naval port gave undue influence to her Councils in Peking. Great Britain protested against the acquisition, offering, if Russia abstained from Port Arthur, to take no part of the Gulf of Pechili. This offer not being accepted Great Britain arranged for the occupation of Weihaiwei. Mr. Balfour added that he had no reason to suppose the cession would excite any opposition in Japan, and that China in granting it had asked for facilities for Chinese war-ships and for training Chinese naval officers under the British. According to a later telegram the *Times* states that China has agreed to the French demand for a railway to Yunnan, the lease of a coaling station at Kwangchauwan, the non alienation of the provinces of Kwangtung, Kwangsi, and Yunnan, and the appointment of a Frenchman as Director of the Imperial posts.

BRITISH POLICY IN CHINA.

(5th April.)

In the House of Commons the other day Mr. CURZON stated that Count Muravieff, on the 16th March, had assured Great Britain that Port Arthur and Talienwan would be opened to trade like other Chinese ports and that Russia had not since withdrawn the assurance. This statement seems to imply that Great Britain had acquiesced in, or at all events does not intend actively to oppose, the Russian occupation of the ports named, and the supposition that the concentration of the British fleet in the North was with a view to possible complications with Russia may now be finally dismissed. In his speech in the House of Commons on the 1st March, the full report of which was received by the last mail, Mr. CURZON said:—"I am not one of those who have any great belief in the inherent stability of the Chinese Government. Pressed as China is from every side, and incapacitated from successful resistance, as she always hitherto has been, by defects in her Government and institutions, I can well foresee she is confronted in the future by even greater dangers than she has had to meet in the past. But our policy is and must be to prevent her disruption so far as we can, and to secure for her the fresh lease of life to which her immense and magnificent resources entitle her. We are therefore opposed to the alienation of any Chinese territory or the sacrifice of any part of Chinese independence. That is a policy from which the Government have abstained and which they have no desire to initiate. I can conceive of circumstances arising in the future, circumstances gravely affecting and perhaps seriously imperilling our interests in China, which might tempt us and even compel us to depart from that attitude of reserve. But the seizure of Chinese territory, the alienation of Chinese territory, the usurpation of Chinese sovereignty, is not primarily any part of British policy; and it is not likely that that which we repudiate for ourselves we should regard with a welcome eye if attempted by others." Russia's movements have, to use Mr. CURZON's phrase, not been regarded with a welcome eye, but it is evident that it is not for the coercion of Russia that the present movements of the fleet are directed. Has the time then already arrived, foreseen by the Under Secretary of State for Foreign Affairs, when circumstances might tempt and even compel Great Britain to depart from her attitude of reserve with regard to territorial acquisitions and the usurpation of Chinese sovereignty? The rectification of Hongkong's boundaries will naturally be included in the settlement following upon the present negotiations, and possibly also the reoccupation of Chusan, but these, we imagine, will be comparatively minor items in the demands presented to China, which will be found to be commercial and administrative rather than territorial. The time has come for the opening up of China and Great Britain is going to do the opening. If the Chinese Government has to be coerced into acquiescence, the necessary coercion will be applied. Great Britain has had her opportunities before, but has forborne to take advantage of them, hoping that after a little patient waiting and under the influence of friendly advice China would open spontaneously. That hope has not been realised and it is recognised that the time for waiting is now over. In the speech from which we have already quoted Mr. CURZON said:—"Our belief is that the integrity of China is most

likely to be secured by throwing open China to the interests and intercourse of the whole world and not, so to speak, by closing her into separate watertight compartments, each bearing a separate label or appellation of its own. The more Powers, the more civilized Powers, you interest in China, the more likely you are to be able to sustain her integrity and welfare." China, we believe, is now about to be opened to the commerce of the whole world. It was promised some time ago that the inland waterways were to be opened to foreign trade and navigation in June, but to residents in the Far East, familiar with the delays and tergiversation of the Chinese Government and the absence of any effective machinery for the protection and regulation of foreign trade with the interior, the promise seemed little more than a mere form of words. But the British Government appears to be in earnest in requiring the fulfilment of the promise, and will no doubt be found ready to supply all that is necessary in the way of administrative machinery. "We were the first people," says Mr. CURZON, "to unlock the door of China to foreign trade. We were the first Power to survey her coasts. We were the first to drive away pirates from her seas. We, indeed, were the first people to study the whole line of her coasts with ports open to not only ourselves, but to the commerce of the whole world. We were the first people to send steamers up her waterways, to build railways for her, to exploit her mines, to carry into the interior of the country over thousands of miles the advantages of European commerce and European comforts. Let it not be forgotten, too, that we were the first Power to give to China the nucleus of a pure administration at the same time that we added a great annual revenue to her treasury by instituting an Imperial Customs service in that country. It may truly be said that, in so far as China at the present moment is not in the East an anachronism but has within it a vital, living force, it is in the main due to the action and initiative of this country." The work that Great Britain has commenced she is prepared to carry on, and the mission of the fleet in the North at the present time is, if we are not much mistaken, to enforce the opening up of the country to foreign trade and the substitution of an honest administration of the internal Customs for the ancient squeeze system.

THE CHINESE CONCESSIONS TO GREAT BRITAIN.

(7th April.)

At last the object of the British negotiations with China and the recent movements of the fleet has been made known. The acquisition of Weihaiwei is a statesmanlike measure and an excellent offset to the Russian acquisition of Port Arthur. It places Great Britain in a strong position in the North and will effectually conserve our interests in that region. Weihaiwei faces Port Arthur at the mouth of the Gulf of Pechihli and is capable of being made an impregnable fortress. Even when it was defended only by Chinese the Japanese had considerable difficulty in subduing it. From a military point of view it is an infinitely more desirable station than Chusan, and if it is to Sir CLAUDE MACDONALD that we owe its acquisition that able Minister has served his country well. The move will not be welcome to Russia, and was probably quite unexpected by her, but she can have no right to protest, and would be powerless to make her protest effective should

she wish to do so. Great Britain has once more asserted herself and has given convincing proof that she is not to be crowded out. It was Great Britain's true policy not actively to oppose Russia's acquisition of Port Arthur and the extension of her influence in Manchuria, unwelcome as that acquisition and extension might be, but to seek an equivalent advantage for herself.

In addition to leasing Weihaiwei to Great Britain China opens to trade the three ports of Funing, Yochau, and Chinwang. Funing is in Fokien, close by Samsah, which Germany had some thought of taking before she finally decided in favour of Kiaochau. It has been made an open port probably to prevent its being seized by any other Power, rather than with the idea that it will become an important centre of trade, for as a commercial port it will probably rank no higher than Ningpo. Yochau is the port at the mouth of the Tungting Lake, the opening of which had been already promised. Chinwang is a port near Shanhaikwan, at the north-eastern extremity of the province of Chihli, and will prove a barrier to the setting up of any commercial monopoly in that region, whether by Russia or any other Power. Its establishment as a treaty port is a literal application of the doctrine of the open door. It will not only be an open door for foreign trade the closing of which by any one Power would be opposed by the general interest of the remainder, but it will also be an open door for Peking and the metropolitan province during the winter months when Tientsin is closed by ice, being within an easy day's railway journey of Peking.

Substantial as are the advantages enumerated in Reuter's telegram we hope they do not complete the tale. It can hardly be supposed the opportunity has not been availed of to secure the rectification of Hongkong's boundaries. Some further statement as to the recently promised opening of the internal waterways to steam navigation would also be welcome. The opening of Yochau at the junction of the Tungting Lake with the Yangtsze is specifically mentioned, but what about Nanning and Posé on the West River? Are not these also to be opened? If, as Mr. CURZON said in his speech in the House of Commons on the 1st March, "the opening of internal navigation on all rivers in China to British steamers from the middle of the ensuing summer means that we shall be able to take British merchandise in British ships, not merely to the ports recognised by treaty, but to every river-side town and station in the whole of the interior of China," it follows that British ships can go to Yochau without any specific mention of that place in the treaty, and also to such places as Nanning and Posé, always supposing that there are no insurmountable physical obstacles. On the West River transhipment might be required at some of the rapids, but if the river is really to be opened in its full extent to steam navigation it cannot be doubted that steamers will soon be plying on its upper reaches as they now ply on its lower reaches. It would be satisfactory, however, to have some specific assurance that that is really what is intended.

The editor of *El Diario*, the oldest paper in the Philippines, has just been expelled the country, and is a passenger to Spain, his native country, by the *Espana*, arriving at Singapore on the 30th March. The offence of which M. Romero Salas has been guilty is publishing articles which have not been passed by the Censor, which may be taken to mean that he spoke too plainly.—*Singapore Free Press*.

THE SITUATION AND THE RESTIFICATION OF THE KOWLOON FRONTIER.

(8th April.)

In the summary of Mr. BALFOUR's statement in the House of Commons telegraphed by Reuter no mention is made of the restification of the boundaries of Hongkong, and it must be assumed either that the matter has been shelved or that it is still pending. The latter is the more probable. Possibly some offer has been made to France with respect to the South of China similar to that which was made to Russia with respect to the Gulf of Pechili. Great Britain offered, if Russia abstained from Port Arthur, to take no part of the Gulf of Pechili. It will be noticed that Mr. BALFOUR makes no mention of the French demands, from which the inference may be drawn that no settlement has yet been arrived at with reference to them, and the omission also of all reference to the Kowloon extension question leads to the further supposition that there may be some connection between the two. It may be very desirable to arrive at an understanding with France, but whatever the nature of the understanding if arrived at may be it is sincerely to be hoped that it will not tie the hands of the British Government with respect to the much needed extension of the boundaries of Hongkong. The acquisition of Kwongchauwan by France might be tolerated, but we could certainly not tolerate any agreement by which France would acquire the right to say that the frontiers of this colony should not be adjusted as circumstances may require. That, however, appears to be the real meaning of France's demand for a guarantee from China that no part of the three Southern Provinces shall be ceded to any other Power. Great Britain would not dream of interfering in any small boundary question between the Tonkin Protectorate and China, and France has no possible claim whatever to interfere in any similar question with reference to Hongkong.

PLAGUE AND ITS INTRODUCTION.

(2nd April.)

From the proceedings of the special meeting of the Sanitary Board held on the 31st March it will be seen that the members of the Board agree with the shipping community in ascribing the present epidemic of plague to the large influx of visitors that took place at the time of the Races. If that ascription is correct there would appear to be good reason for discouraging any large influx of Chinese visitors to the colony. It will be remembered that the outbreak of plague in 1894 occurred shortly after a large influx of visitors had been attracted to the colony by the holding of grand land and water processions, and it was popularly supposed that the disease was introduced at that time. With the fearful epidemic prevailing in Canton during that year it was almost certain that, in the absence of special precautions, the disease would sooner or later reach Hongkong, but it might possibly never have raged as it did had the germs not been imported in such large quantities. This year there has been again a great influx of visitors—larger than usual even at Race time—and again it has been followed by an outbreak of plague. The connection between the supposed cause and the effect cannot, however, be clearly traced. The bulk of the visitors came from Canton, and Canton is said to be practically free from plague, a letter having been received from the Consul to the effect that only about four cases have

occurred there and these are supposed to have been imported from Hongkong. It strikes us, however, as somewhat remarkable that the Consul should be in a position to give such precise information. Canton is a large city with no system of death registration, and many cases of any particular disease might occur without attracting special notice. It is only when the number of funerals passing through the streets becomes so excessive as to excite remark that the public awakes to the fact that an epidemic exists; contagious disease might exist to a considerable extent before it reached such dimensions that foreigners would become aware of it, and it would never be safe to declare that it was altogether absent. The Chinese say that there is at present no plague at Canton, and we hope they are correct, but although it may not be present in epidemic form we can hardly help thinking that a good many more than four cases must have occurred. But whatever may be the case with regard to Canton it is certain that plague exists at Macao and the Sanitary Board has adopted a correct course in recommending the medical inspection of passengers arriving thence. It is rather a peculiar coincidence, however, that only a few weeks ago one of the Macao papers recommended the adoption of medical inspection at Macao in order to prevent the introduction of the disease from Hongkong, and now that the disease is there it will no doubt be said that it has been imported from this colony. Medical inspection has since been adopted at Macao, a course for which the neighbouring colony has as much warrant in the circumstances as Hongkong has.

MEDICAL INSPECTION OF SHIPPING.

(8th April.)

At the meeting of the Hongkong General Chamber of Commerce the Hon. T. H. WHITEHEAD said the question of medical inspection and the stoppage of immigration should be studied, carefully reconsidered, and grappled with in the light of more recent experiences. In a previous part of his speech he had said medical inspection could no doubt be carried out, but he considered proper surveillance—by which presumably the hon. gentleman meant medical surveillance after the passengers had landed—was not practicable with the large number of persons arriving daily in the colony. He estimated that number at five thousand, which we believe is considerably over the mark; two thousand five hundred would be more nearly correct. In the annual report of the Medical Officer of Health laid before the meeting of the Sanitary Board yesterday Dr. CLARK makes some remarks regarding medical inspection which will prove a valuable contribution to the reconsideration of the question recommended by Mr. WHITEHEAD. When it is remembered that all the mail steamers and many other lines carry surgeons, whose certificate would be accepted by the boarding medical officer, it will be seen, Dr. CLARK says, that not many of the thirteen steamers which enter the port daily will need a very prolonged visit from the officer, and that the time of these officers will be largely occupied in supervising the junk passenger traffic, which is generally admitted to be largely responsible for the introduction of infectious diseases into the colony. The medical inspection of junks seems to us to be of great importance. It is all very well to talk about rendering the colony immune to infectious disease by improvements

in sanitation, but so long as the free importation of disease into the colony is allowed so long must we expect to experience epidemics from time to time and to be subjected to quarantine by other ports. If a well equipped mail steamer carrying a duly qualified doctor arrives in port with a single case of infectious disease on board she flies the quarantine flag and awaits the directions of the Port Medical Officer before communicating with the shore, but a junk may bring a dozen infected passengers into the port and land them without let or hindrance. The medical inspection of junks offers no difficulty whatever, beyond the provision of an adequate staff for the purpose, and that would not be a matter of very great expense. The suggestion that junks in order to escape inspection would spend their time in sailing round to the other side of the island is of no weight; neither is the objection that passengers instead of entering the harbour by junk would land at some point on the mainland and walk across the Kowloon boundary. The passenger traffic enters the colony by well defined routes and any deviation from those routes would be at once detected and could be dealt with as it arose. What has to be guarded against is not any deliberate attempt to smuggle sick people into the colony, but the introduction of cases through ignorance or carelessness, and it is inconceivable that any expense or loss of time would be incurred by junks in order to escape an inspection that would only in rare cases subject them to detention. As to the traffic ordinarily coming in to Kowloon overland, it all has to pass the Chinese Customs stations, and if it were found that disease was being introduced by that route it would be a very simple matter to apply medical inspection there also. With respect to the medical surveillance of passengers after landing, it would only be applied in suspicious cases or to arrivals from infected ports; as a rule surveillance would not be called for and when it was the average number of cases could never be so large as to present any real difficulty. The whole scheme is quite feasible and the only question is whether in the interests of the public health and for the possible avoidance of quarantine on arrivals from Hongkong at other ports it is worth while incurring the trouble and expense that would be involved.

SUPREME COURT.

4th April.

IN APPELLATE JURISDICTION.

BEFORE SIR JOHN CARRINGTON (CHIEF JUSTICE) AND MR. JUSTICE WISE (PUISNE JUDGE).

THE CHAMPERTY CASE.—THE CONVICTIONS QUASHED.

This was the appeal of Wong Chuk Lam, a clerk in Mr. K. W. Mounsey's Office, and Pang Kun Chee, against the decision of the Hon. H. E. Wodehouse given on the fourth of November of last year, when a charge of champerty was brought against the appellants, Wong Chuk Lam being fined \$100 and Pang Kun Chee ordered to pay a similar amount and also sentenced to six weeks' imprisonment. Leave to appeal was given. A junk belonging to Kwok Hin Tai was run down by the P. and O. steamer *Rosetta* and some of the boat people were drowned. The owner of the junk saw Pang Kun Chi, who promised, it was alleged by the prosecution, to obtain compensation from the P. and O. Company. He also undertook to pay costs on the understanding that the owner paid Pang Kun 60 per cent. of

the amount recovered as damages and 30 per cent. of the amount recovered for the loss of life. These terms were agreed to and the parties went to Mr. Mounsey's office, where Wong Chuk Lam took down the junk owner's statement. Two actions were brought against the P. and O. Company, who paid altogether \$2,000 as compensation. Of this amount Mr. Mounsey, as solicitor for the plaintiff, received only \$150, while Kwok Hin Tai received \$900 and Wong Chuk Lam \$950.

In accordance with the application a case was stated, the first paragraph reading as follows:—

"At the Police Court at Victoria, in this colony, on the 6th day of November, 1897, an information prepared by Francis Henry May, Captain Superintendent of Police (hereinafter called the respondent) against Pang Kun Chee (hereinafter called the appellant), under the common law of England, charging for that he the appellant on or about the 8th day of April, 1897, at Victoria, in this colony, unlawfully did commit the offence of champerty for that he and one Wong Chuk Lam did agree with one Kwok Hin Tai to commence an action against the owners of the British steamship *Rosetta*, in the name of the said Kwok Hin Tai, on condition that the said Kwok Hin Tai should pay to the said Pang Kun Chee and the said Wong Chuk Lam, 60 per cent. of any amount that might be recovered on account of the said action, was heard and determined by me, the said parties respectively being then present, and upon such hearing the appellant was duly convicted before me of the said offence, and it was adjudged that he should pay a fine of 100 dollars and further be imprisoned in the Victoria Goal for a term of six weeks with hard labour."

Mr. Francis (instructed by Messrs. Wilkinson and Grist) appeared for Pang Kun Chee and Mr. Slade (instructed by Messrs. Deacon and Hastings) for Wong Chuk Lam, the Attorney-General, the Hon. W. M. Goodman (instructed by Mr. H. L. Dennys, Crown Solicitor) appearing for the Captain Superintendent of Police (the Hon. F. H. May). The case of Wong Chuk Lam was first heard.

Mr. Slade mentioned the case as stated by the Magistrate and the points contained thereon for their Lordships' consideration. He called attention to the fact that the point, "Was the appellant rightly convicted of champerty—do the facts in point of law amount to champerty?" had been omitted for some unknown reason from the amended case, and he asked the court to further amend the case.

Mr. Francis supported the application, and

The Chief Justice said the Court would further amend by inserting as one of the questions for consideration, whether if champerty was a criminal offence in the colony the appellant was rightly convicted.

Mr. Slade, continuing, said he thought it would be most convenient to take two of the questions—the first and the last—together, as they naturally ran together. Those questions were, shortly:—(1) What is the crime of champerty? (2) Was the crime of champerty a crime in England in 1843? Before he proceeded to quote any authority, he should like to refer to certain points which arose on the aspects of the case. The first point was this, that the offence of which this appellant had been found guilty was entering into an agreement—not an agreement to advance money to pay the costs of a suit which was then commenced, but to pay the costs in a suit about to be commenced in consideration of a share of anything that might be recovered in the case. The appellant was not found guilty of doing anything except entering into an agreement prior to the commencement of a suit. It was almost too easy a task to show that the offence of champerty, whatever it was, was not "entering into an agreement." This was perfectly clear, but his learned friend might argue that the case found rather more than this. On the case he had been guilty of "entering into an agreement," and the Court was bound by the finding of the Magistrate; but putting the worst construction on the finding of the Magistrate he contended that the appellant had not been found guilty of the crime of champerty. He had not been found guilty of that crime, because what he had been found guilty of was not champerty, and from no

possible interpretation of the facts as put before the Magistrate could he have been found guilty of champerty. There was no doubt about it that a collision happened. This claim was not a false claim. This junk was run down and four lives lost. It was also found to be a fact that the owner of the junk came to Hongkong and sought out these two men to assist him in getting compensation. It was not as if Wong Chuk Lam went to him and stirred him up to bring a false charge against the P. & O. Company. The man conceived that he had a just claim against the owners of the steamer *Rosetta* and took pains to get legal advice with the view to prosecuting his suit against the P. & O. Company. Not only was there no suggestion that the suit was unfounded, but that there was reasonable ground for bringing the action was proved by the fact that the P. and O. Company thought it worth their while to settle it. There was nothing to show that his client did anything beyond what it was his duty to do as clerk to Mr. Mounsey, who was the solicitor for this fisherman in his two suits against the P. and O. Company. What was the crime of champerty? Their Lordships were asked in this matter to decide an exceedingly difficult question, for he might say that there was practically no proper authority whatever as to what was the crime of champerty. He could state without fear of contradiction that after a most exhaustive search he found no reported case of a conviction for champerty or maintenance for the last 300 years, and from that he thought it would be fair to assume that no conviction for champerty or maintenance had been obtained in England for the last 300 years.

The Chief Justice—Of course cases only get into the reports when there happens to be a reporter present and a legal point is raised.

Mr. Slade said he suggested that that was a reasonable deduction to draw from the absence of any report. It seemed to him, at any rate since the middle of last century, almost impossible that a case of criminal champerty indictment could have been raised at home without the point of law being raised as to whether or not the facts constituted champerty. Since the middle of last century everything of interest from a legal point which had taken place in every court of record in England had been reported, the reports being made by lawyers, who were generally on the look out for interesting points of law, and the absence of any record as to any conviction for criminal champerty entitled one to assume that at any rate for the last 150 years there had been no attempt to obtain a conviction for maintenance or champerty. Prior to 150 years ago it would be impossible perhaps to draw the same conclusion, as the reports were not as full and as carefully compiled as they had been since, but it would seem to be exceedingly unlikely that such an interesting trial would have been omitted from all reference in any law book during the last 300 years. There was no reference in any of the text books to any reported case of an indictment of champerty subsequent to the reign of Elizabeth. In one of the old black letter reports written in Norman French during the reign of Elizabeth there was a reference to an appeal of maintenance. Whether that was a criminal appeal or an appeal in chancery he was not prepared to say. This dearth of convictions, this dearth of criminal actions in reference to these two offences was remarkable. In respect to civil actions, the question as to what amounted to champerty or maintenance had come before the courts in comparatively modern times, and their Lordships would have some guidance as to what amounted to champerty or maintenance in a civil sense. He submitted that the offence of champerty might be fairly said to be obsolete. Offences which in former days would have been treated and furnished as champerty or maintenance were now divided—such as bribery, intimidation of a judge, a judge guilty of not dealing properly with applicants who came before him, a man who secured perjury, a man who threatens a jury. Mr. Slade further argued this point, and then went on to deal at some length with the definitions of the crimes of maintenance and champerty given by different authorities.

The hearing was adjourned.

5th April.

Mr. Slade, continuing his argument, contended that it was the perversion of justice which made the champerty, adding that in neither of these two cases was there any proof that justice had been perverted.

The Attorney-General said he appeared for the respondent in this case because he thought that, for the honour of the legal profession in this colony, some effort should be made to check the nefarious practices of these "lawyer's touts," and that it was most important to ascertain whether the law of champerty was still a "living doctrine," such as Lord Coleridge had declared the law of maintenance to be, in the case of *Bradlaugh v Newdegate*, fifteen years ago. It had been urged that the law of champerty, so far as champerty was an offence, as opposed to a civil tort, was obsolete. That objection, however, may be answered in the words of Maxwell on Statutes, p. 380, where it is stated: "A law is not repealed by becoming obsolete;" and the writer proceeds as follows:—"Thus trial by battle, with its oaths denying resort to enchantment, sorcery, or witchcraft, by which the law of God might be depressed and the law of the devil exalted, though the trial by grand assize, introduced by Henry II., had practically superseded it for centuries, was still in force in 1819." Indeed, it was resorted to in *Ashford v Thornton*, reported in 1, Barnwell and Alderson's Reports, p. 404; where William Ashford in 1818 appealed one Thornton for causing the death of the sister of Ashford, and "wager of battle" was claimed, and the appellee pleaded not guilty, adding "and I am ready to defend the same by my body," and duly took off his glove and threw it on the floor of the Court. That law had been obsolete for centuries, for over six centuries since Henry the Second's time, but it was found necessary to give effect to it, until it was formally repealed in 1819 by 59 George III., c. 46. It is no answer, therefore, to say a law is obsolete until it is formally repealed. The law therefore being in force in 1843 in England it is necessary to ascertain what that law is. For that purpose, the best course is to consult the leading text books of authority, but before dealing with the modern works it may be well to call attention to a passage in Hawkins' Pleas of the Crown, p. 455. The writer asks "What shall be said to amount to an act of maintenance?" and proceeds: "It seemeth clear that whosoever assists another with money to carry on his cause as by retaining one to be of counsel for him or otherwise bearing him out in the whole or part of the expense of the suit, may properly be said to be guilty of an act of maintenance." It is alleged the appellants did assist the junk owner not only by assisting him with money but by practically carrying on his cause themselves and annexing and pocketing more than half the compensation given to him. It is worth noting that in *Pechell v. Watson*, 8 Meeson and Welsby, in 1841, Sergeant Bompas, who argued and took the point that assisting where no suit had actually been begun was not actionable, added "although it may be indictable." Indeed, the evil to be repressed is the interference of outsiders with legal claims in which they have no interest, and in which they have no concern. Interference, for the purpose of inciting to litigation and so that the person interfering may rob the claimant of half of the result of the suit by sharing any compensation awarded is most injurious in its tendency. It tends to promote perjury and strife. It is gambling in litigation, and an outsider who has advanced money is not likely to be very particular as to the means he takes to win. With Chinese "touts" and Chinese witnesses such means are not unlikely to include false evidence. The tendency of the whole proceeding is subversive of justice. The Attorney-General then commenced referring to the authorities and contended that the doctrine was correctly laid down in the second edition of Russell on crimes.

April 6th.

The Chief Justice, in delivering judgment decided that on the 5th day of April, 1843,

when the colony obtained a local legislature, champerty and maintenance were offences against the Common Law of England and that such Common Law was extended to Hongkong by the Supreme Court Ordinance, 1873, as not being inapplicable to the local circumstances of the colony or its inhabitants. The Chief Justice, however, held that to be guilty of champerty a person must be guilty of maintenance and the authorities quoted showed that it was not sufficient to pay money for the purpose of commencing a suit, but that there must be actual intervention in a suit already commenced to support a charge of maintenance and that the Magistrate had not found as a fact in the case sent by him to the Court that the appellants had intervened after Mr. Mounsey had issued the writs against the P. & O. Company. The only fact found by the Magistrate as to this was that the appellants initiated the proceedings. The finding of the Magistrate would therefore be reversed and the conviction quashed.

Mr. Justice Wise said that the appellants had been concerned in a most iniquitous transaction but that the authorities shewed that maintenance upon which champerty depended must be supported by intervention in a depending suit and technically the case had not been brought within the law.

Mr. Slade and Mr. Francis applied for costs. The Chief Justice said the question of costs was wholly in the discretion of the Court and as the appellants had grossly defrauded a poor ignorant man the Court would decline to give them any costs.

7th April

IN PROBATE.

BEFORE SIR JOHN CARRINGTON
(CHIEF JUSTICE)

Mr. M. J. D. Stephens represented Thérèse Guissani and Hannah Guissani, beneficiaries under the will of the late Francis Francis, otherwise Guissani, who prayed that the sum of \$5,721.68, and any interest which had accrued, might after payment of all costs in relation to this application, be paid over to them in equal shares. Pursuant to an order made by the Chief Justice on November 17th, 1897, notices were duly published in certain newspapers in Vienna and in the *Hongkong Daily Press* fixing yesterday as the date of the petition. An affidavit was filed by the Registrar that no claims except those of the petitioners had up to that date been made in respect of the amount claimed. In consequence an order was made in the terms of the petition.

HONGKONG GENERAL CHAMBER OF COMMERCE.

ANNUAL GENERAL MEETING.

On 5th April the annual meeting of the Hongkong General Chamber of Commerce was held at the rooms of the Chamber, City Hall, for the purpose of receiving the report of the committee and passing the secretary's accounts for the year ended 31st December, 1897. Mr. R. M. Gray (Chairman) presided, and he was supported by Messrs. Herbert Smith (vice-Chairman), G. B. Dodwell, N. J. Ede, A. Haupt, J. J. Bell-Irving, T. Jackson, N. A. Siebs, T. H. Whitehead (Committee), and R. C. Wilcox (Secretary). There also present Messrs. Granville Sharp, J. Thurburn, G. T. Veitch, J. Barton, G. de Champeaux, W. Poate, A. M. Marshall, J. H. Lewis, P. Jordan, G. Stewart, J. McKie, S. S. Benjamin, H. Cook, J. M. Beatie, J. R. Michael, B. L. Batliwara, F. D. Sethna, B. Byramjee, A. J. Raymond, P. Sachse, etc.

The SECRETARY read the notice convening the meeting.

The CHAIRMAN—According to our usual practice with your consent I will first confirm the minutes of the last annual meeting.

THE CHAIRMAN'S ADDRESS.

The CHAIRMAN said—Gentlemen. In accordance with our usual custom I propose that the report of the committee and the Secretary's accounts, which have been in your hands for upwards of a fortnight, be taken as read. The report, as you will notice, touches on a fairly wide range of subjects, many of which require no further comment from me. We have not in every instance progressed with the rapidity

which we might desire, more especially in regard to questions affecting trade with the interior of China; but even here some advance has been made and it is becoming apparent that the Chinese nation, after marking time in the march of events for centuries, will sooner or later have to fall in to quick step with her neighbours. That this may come with despatch is devoutly to be wished, but whether the result be immediate or not, it is evident that affairs in the empire of China are undergoing a transformation which radically affects the position of trade, and will mark an epoch in history. That the financial necessities of the Government will prove to be the true key to open the door of this country to increased freedom of trade by the alteration of the present provincial fiscal system seems more than probable, and once the multiplication of taxes in the interior is abolished, there is every reason to expect an increased volume of foreign trade. What we want, and what we must strive to obtain, is a fixed reasonable tariff of inland taxation, so that we shall know where we stand, and our merchandise not be subject to the capricious exactions of every provincial official. It may seem invidious to ascribe the development of trade with China to this cause rather than to the desire for carrying out her treaties made with foreign powers, but the masterly methods so long employed by the officials to evade some of the terms of these treaties are so well known that it would be idle to refuse to recognise the real mainspring of the present changing attitude. This is no disparagement of our diplomatic and consular representatives. Quite the contrary. They have been extremely active and energetic during the year in taking up all questions relating to foreign trade, and if the wind in Peking sets in this direction they may be depended upon to take full advantage of it. I would particularly refer to the exertions of Sir Claude MacDonald in Peking, who, while advancing our interests, is undoubtedly at the same time rendering good service to the country to which he is accredited. We have to thank him for the promptitude with which he has attended to our communications on the lekin question, and for having favourably considered our views when we addressed him. We are also much indebted to Mr. Brennan, H.M. Consul-General in Canton, for his advice and assistance, which he has been always ready to give, and which have greatly aided the Committee in arriving at conclusions on various occasions when we appealed to him. In local questions our efforts have met with some success, though perhaps not of a showy description. First in order of these is the reduction of the light dues to the amount levied before the imposition of the special Gap Rock light tax. As you may remember, our late Governor, before whom at the time loomed a probable deficiency in the Budget, was inclined to listen to the voice of the charmer, and, while professedly redeeming his predecessor's pledge to the colony by abolishing the special tax, to retain its substance by re-imposing it in the form of a permanent addition to the light dues. Fortunately for the colony the Secretary of State recognized the good policy of honestly redeeming the unconditional promise made by Sir William Des Vœux. Mr. Chamberlain has, however, left the door open to an increase of taxation on shipping should the financial state of the colony be justified in requiring it, and it behoves this Chamber, unless it should entirely alter its present views, to be prepared to meet any attempt in the future to undermine the freedom of the port by the levy of taxes on shipping in any shape or form. That this colony should take a retrograde step of this description when our neighbours in Macao have wisely abolished port dues would indeed be an anomaly. You will see that we have had some correspondence with the Naval Authorities in reference to the seaward extension of the Royal Naval Dockyard. We were glad to receive assurance that this reclamation will not affect the fairway, and that if there is any serious silting up along the New Praya the Admiralty will probably apply a remedy. We had hoped for a definite promise in reference to the latter contingency, which we have reason to think extremely likely to occur, and we still hope that Commodore Holland's conditional expression on this point will be fully redeemed if necessary. Another subject not remote from

the foregoing is the arrangement and erection of the new Government piers along the Praya. As you are aware, the Committee in November last, responding to an invitation from the Government, nominated Mr. Ede to represent the Chamber on the Special Committee appointed to consider and report on this question. Mr. Ede, with his usual readiness to serve the public interests, consented to undertake the duty, and I learn from him that the Committee have made the following recommendations to the Government:—1. That Murray Pier remain as it is. 2. That an open pier be built 120 feet long by 25 wide opposite the road leading to the Queen's Statue (Wardley Street). 3. That the present pier at end of Icehouse Street will not be required when the Queen's Pier and Pedder Street Pier are built. 4. That the new Pedder Street Wharf be constructed with a solid base utilising the masonry already fixed and from that base an open pier be built 200 feet long and 40 feet wide. 5. That if it be contemplated to remove the present clock tower, it be rebuilt of a suitable design on the base of the Pier. 6. That in view of the advanced state of Pottinger Street Wharf and the cost of removing the solid masonry already in position that wharf be completed on the original design. 7. That in view of the pressure of native craft along the sea wall no further Government Wharves be erected between Pottinger Street and Nam Pak Hong Wharf except the Harbour Master's Pier. 8. That an open pier be built 60 feet long and 25 feet wide opposite French Street. The Chamber were called upon by Government to give their opinion upon a proposal by the Medical Officer of Health for a systematic medical inspection of all vessels entering the waters of this colony, the outcome of a recommendation from the Local Government Board. Your Committee, while generally opposed to such a scheme, which seemed to them unworkable, considered that it would be better to first obtain an independent opinion from the shipping interest, and referred the matter to a committee of gentlemen all of whom were intimately associated with the shipping trade. Their report, which was decidedly adverse to the project, was adopted and forwarded to the Government and it is satisfactory that as a result no attempt has been made to introduce a cumbersome and more or less costly piece of machinery which we do not consider could have proved effectual for the purpose. Although last year the colony suffered less from quarantine restrictions at other ports than has been the case of late years, it is much to be regretted that the same cannot be said of the present time, and that restrictive measures are being adopted on all sides against us on account of the plague, which so far only exists in a sporadic form. The storm warnings in use last year did not prove satisfactory. They had been the means, not so much of giving warning to mariners of disturbances at a distance, which is specially desired, as of creating premature alarm among the Chinese boating population, who were scared into seeking a refuge directly the signals were hoisted, and thereby the work in the harbour was unnecessarily interrupted. Acting on a general consensus of opinion your committee suggested a return to the meteorological signals formerly in use, and the Government, I am glad to say, promptly accepted the Chamber's suggestion. One more matter connected with marine I would notice and that is the Pinnacle Rock Fund, the primary idea for utilizing which was by means of the officers of H.M. vessels which might be engaged in surveying the coast, but since the year 1891 there has not been one so employed and as the fund was thus assuming the position of the talent hidden in a napkin, your committee considered it time to take other steps for its practical use, and accordingly entered into a rather voluminous correspondence with the British Consuls and Commissioners of Customs at the various Treaty Ports in Southern China, asking for their assistance in offering rewards for information. Our hearty thanks are due to these gentlemen for having entered cordially into the scheme. It is to be hoped that this new departure will bear fruit presently in the discovery of some of those hidden dangers to navigation which now and again cause serious and unforeseen disaster. There is one question on which I regret to say

we have nothing definite to lay before you, though it is a matter of great local importance. I allude to a demand made on this colony for a largely increased contribution to the mail subsidy. As you are aware, a sub-committee consisting of the Vice-Chairman and Messrs. Ede and Whitehead consented to make a report to the General Committee and thoroughly threshed out the question, marshalling a strong array of arguments proving the unfairness of the grounds on which the proposed addition to our contribution was based. A despatch embodying the major part of their report was sent to the Government to be forwarded home, and so far, I am sorry to say, nothing beyond a bare acknowledgment of its receipt has reached us, but we shall be well content if the arguments it contained have proved convincing at the Treasury. Considerable correspondence on the registration of trade marks in this colony ensued on reference to the Chamber by Government of a suggestion by a Manchester firm to the effect that some general scheme of registration applicable to the whole of the British Empire should be undertaken, which your Committee were unable to endorse, as it is put out of court by the great attendant expense. As an outcome, however, the Chamber were enabled to obtain an opinion from the Attorney-General as to the relative value of home and colonial registration, which should prove useful data in the future. Frequent complaints have been made of the working of the Post Office. Whether it be that the staff is inadequate or the accommodation insufficient the fact remains that the service needs improvement and it is to be hoped that the Government will take the matter seriously in hand. Turning from questions of local interest to those affecting trade with China, we have first cause for congratulation in the opening of the West River to foreign trade and navigation, which took place on the 4th June last. It is of course too early yet to speak very decidedly as to results, but that this is a move in the right direction and will eventually largely benefit trade there is no room to doubt. Meanwhile it is satisfactory to hear the report that this was merely the prelude to the opening up of all the inland waterways of China to foreign commerce, and which if carried out in its entirety will concede trade facilities hitherto un hoped for. The use of transit passes has now become general in the south of China, and although cases have occurred calling for consular intervention, there has been much less friction than might have been expected, and it is now given out under the authority of the foreign Customs that merchandise may be sold *en route* with the observance of ordinary formalities, instead of being required to be taken to the destination named on the pass. Thus another obstacle to trade has been withdrawn and has made the air clearer, but what stands in our way now is the Tso-li or destination tax, which is practically an undefined quantity and may be exacted on goods arriving at their destination under transit pass or otherwise. Your Committee have recently received a despatch from H. M. Consul-General at Canton, stating that the Canton authorities have supplied him with a tariff of the lekin charges at the 49 lekin stations in the Kwangtung Province, and that the Tso-li tax on most foreign imports is 2 per cent. *ad valorem*, but as there is no machinery for collecting this tax at other destinations, there is evident ground for presumption that irregularity may be practised in the collection. Such things as the illegal monopoly erected last May in Kwangsi, when the authorities farmed out to a native syndicate of merchants the right to lekin on matches and kerosine, will probably not trouble us again for some time. On having its attention drawn to the question by a complaint from Messrs. Arnhold, Karberg and Co. your Committee at once addressed the British Consul in Canton on the subject, protesting against that privilege as a breach of treaty rights, and asking for full information before addressing the British Minister at Peking. Thanks, however, to the Consular energy displayed in Canton, the farm was first suspended and then definitely abolished without necessity for further action on the part of the Chamber. We may hope, too, that before long even the preferential duties by which the Hoppo of Canton curtails the earnings of foreign steamers on the river will

become a thing of the past. Up to the present all action has been unproductive of result in this matter owing to the Tsung-li Yamen insisting upon documentary proof of the practice, though they must be perfectly aware that such proof is virtually unobtainable. Signs are not wanting that the system of internal taxation in China is about to undergo a great revolution, and it is to be hoped that among other changes the plan of maintaining two rival customs services will soon be a thing of the past. An appeal was made a few months ago by a Hongkong trader for assistance in presenting a claim upon the Canton Authorities for loss suffered through the intervention of the local officials at Fuchuen in Kwangsi. Mr. Watts had purchased some coal as an experimental cargo from the reputed owner of the mine in Kwangsi, and left for Canton in the belief that it would be duly delivered. But the coal was not forthcoming, owing to the action of the authorities. Mr. Brennan repeatedly applied to the Viceroy for an explanation from the Fuchuen officials, and only within the last few days we learn that the explanation given by the Fuchuen Magistrate is that the coal was not the property of the seller. Just before coming to the meeting I have seen the copy of a letter from Mr. Watts making further protest to the Consul and the case remains open. Much as it would have pleased your Committee to be able to co-operate with the Singapore Chamber of Commerce, we were unable to comply with their invitation in August last to do so in taking action to secure fixity of exchange, by suggesting some alteration in the existing currency to the Government. There seems to have been great difference of opinion in the Singapore Chamber on this complex problem of the silver question; but here we could feel none as far as the standard is concerned, as it is quite impractical to effect a divorce from the currency of China, where our main trade lies and with whom we are in such close proximity. The proposal was, however, carefully weighed and considered at a special meeting of the Committee called for that purpose and a reply in accordance was made to the Singapore Chamber. The thanks of the Chamber are again due to its representative in the Legislative Council for the energy and vigilance with which he has watched over the interests of the colony generally, more especially in the matter of the light dues, the military contribution, and the cost of administration. These and other questions in which the welfare of the colony and the promotion of trade are bound up, will, we may be sure, always be taken a deep interest in by Mr. Whitehead. There have been few changes in the Committee during the year. Mr. Michaelsen, who had for some eleven years given most willing and efficient service, resigned in December, as he was leaving the colony, and Mr. Haupt was invited to fill the vacancy. It will be necessary for you to-day to elect a new Committee. All the outgoing Committee have consented to serve if elected. The roll of members has been still further increased, five new members having joined since last meeting, and their election will require confirmation at this meeting. On the other hand the Chamber has lost two members. A further improvement is apparent, I am glad to say, in the finances of the Chamber. We have now a sum of \$4,000 on fixed deposit, and have carried forward a credit balance of \$1,473.62. Under these circumstances and, seeing that the work of the Chamber is steadily increasing, your Committee, at the commencement of the current year, considered that they were justified in making a long needed improvement in the salaries of the Secretary and clerk. (Applause.) I should like here to acknowledge the able services of our Secretary, whose time is now more called upon by the increased duties, and who by giving that time is able to get the business of the Chamber more promptly attended to. (Applause.) I think, gentlemen, I have now touched upon all questions calling for special observations from me, and have purposely refrained from alluding to the political situation, which is somewhat involved. Before proposing the adoption of the report and the accounts, the Committee will be glad to hear any discussion on the various matters that have been dealt with, or to hear any views on other subjects which members may wish to present. (Applause.)

MR. GRANVILLE SHARP AND THE LIGHT DUES.

Mr. GRANVILLE SHARP said—Mr. Chairman and gentlemen. On former occasions at these annual meetings I have had pleasure in referring to the clear, succinct, and vigorous reports which the committee has presented to us. The present is no exception to the rule. The committee has been vigilant, assiduous, and devoted and our Secretary has shown himself just as good at writing letters as he did erstwhile in writing leaders. There is in the opening paragraph of the report, which I will confine the few remarks I make to, a passage which has attracted my attention. In referring to the relief which the shipping has experienced by direction of the Right Hon. the Secretary of State for the Colonies, the paragraph closes thus:—"Bearing in mind, however, that the principle of having resort to 'light dues' for purposes of general revenue in any case of urgent necessity has been endorsed by the Secretary of State, it will be necessary for this Chamber to keep a watchful eye on this question in the future." I turn over to find out what the Secretary of State had said, and I find that in the last paragraph of his letter he writes thus:—"I desire to add that if at any time hereafter urgent necessity should arise for increasing the general revenue I should be prepared to consider any proposal for again raising the 'shipping dues,' as I have no reason to think that the present charge has borne very hardly on the shipping interests." This was dated the 17th of March, 1897, and I believe is the only expression we have from Mr. Chamberlain upon the subject. He does not refer to the duty arising from light dues. He speaks of "shipping dues," and there I think the great difficulty of apprehending the matter has arisen. This shipping "light" has been fanned and ventilated until it has shone so brightly that it has dazzled and perplexed those who have tried to examine into the question, and I am sorry that the term has been used, because I do not think it is applicable to the point. Our recent Governor, Sir William Robinson, and the members of the Legislative Council were all united as to the matter of the light dues—that the complaint, if it may so be called, of the shipping was quite well founded, and that there was no reason, now that the Gap Rock Lighthouse was finished, for the continuance of the rate. The sting of the matter, as far as the committee seem concerned, is in the head—the leading paragraph of their report. The sting as far as the Right Hon. Joseph Chamberlain is concerned seems to be in the tail—in the concluding words of his rejoinder, and both parties—the committee and the Minister for the Colonies—seem to agree very fairly upon one point, and that is that the matter is not finally settled. The question seems to be not whether one cent or two and a half cents is to be levied upon shipping in Hongkong, but whether everybody who is interested in the colony should bear a share in its support—this large staff of Government officials who have to be well paid, the enormous army of police, and these essential public works, to say nothing of the contribution we have to make for the defence of this *pied de terre*, this foothold, this refuge for shipping in the Far East, and this place for the centralisation of our troops. I cannot believe that this memorial of the shipping class was intended as a real and *bona fide* complaint against the levying of two and a half cents per ton. I believe it was a protest on their part against the—if I may use the word—extravagance which has characterised some departments of the Government in the past and the fear on their part that if this two and a half cents was fixed as the light dues there would be presently another cent and another on the top of that as exigency might arise. At present in Hongkong all is smooth sailing. Our shares are at a good price; property is fairly maintained; business, I understand, is good; and there is peace around; but may we not feel that this aspect of affairs may be altogether and very suddenly changed? May we not have a large addition to the necessary expenditure not only of the Imperial Government but of the colony in an addition—a very considerable addition—to the troops which we have in this island, and is it the time for us to be questioning and grumbling and guarding against

one another in reference to taxation instead of our all standing shoulder to shoulder ready to pay not two and a half cents per ton but 25 cents per ton if necessary for the protection of the British Empire? We see 16 Chinese run away with a ton of granite. How are they able to do it? Sixteen Englishmen could not do it—nor 26. It is by their patient application, each one bearing his own burden, and to their ingenuity in so distributing that burden, so that it shall fall fairly upon all. I called upon the Harbour Master the other day to ask him a few questions. He pulled out of his desk a paper which I have never seen before, and which I suppose very few in the colony have seen—a paper which was provided by him for submission to the Commission which was appointed to investigate the charges upon shipping, and which I really think ought to have been laid upon the table of the Legislative Council, and I hope sincerely that one of the unofficial members will ask that Captain Rumsey's memorandum of July, 1897, upon this important question may be published. In the margin I noted a pencil memorandum, "Empress steamer, 450 feet radius, 900 feet diameter, 636,174 square feet." I said, "What is that?" "Oh," he said, "She goes round and takes up 14 acres in the harbour." "Oh," I said, "And what does she pay?" "Thirty dollars," he replied. "Thirty dollars for three weeks?" I asked. "Well," he replied, it is two weeks one half year and three weeks the other." Thirty dollars for three weeks, that seems very little. Any remark I make must not be in the least degree taken as hostile or unfriendly to the Empress steamers. The Empress steamers and the C. P. R. once saved my life. I was dying when I left Montreal and when I got to Hongkong I was all right. (Laughter.) The space available for shipping is 1,446 acres. I say that that acreage is worth \$20,000 an acre. The land on this side is worth \$8 a foot. On the other side it is worth \$2 a foot, and between should be worth \$5 a foot. You may say it is not reclaimed. No; if so it would be spoiled for anchorage, but I say it is worth at least \$20,000 an acre and it is the only capital which the colony possesses except stones. Twenty thousand dollars an acre would give us \$30,000,000, which certainly ought to bring us in three per cent. That is \$900,000. We use the harbour as well as the ships. Let us cut the amount in two and take off \$450,000. Nine million tons of shipping would just give five cents a ton, not two and a half cents, not one cent but five cents a ton. I hope that the urgent necessity to which Mr. Chamberlain refers may not arise. I believe from what I hear that we shall be able to sustain the withdrawal of the one and a half cents without putting any further taxation on the colony—(hear, hear)—because we are in a good condition, but an urgent necessity may arise. Then again, what is the value of the shipping which comes annually to this colony? Captain Rumsey said that in 1896 it was valued approximately at 80 millions sterling. This now yields to us about £25,000 or 1½d in the £100, versus property in the colony worth £4,000,000 sterling, upon which we pay about £50,000 per annum in taxation, or 2,000 times as much as the shipping does. I believe the time will come when the condition of the poor in this colony will have to be taken into account. The second and third class people are multiplying very rapidly indeed, and if manufactures are to prosper here we must find a home for a multitude of poor people. People have to live here upon \$50 a month. I find, and I believe many of you find, it much easier to spend \$50 a day than \$50 a month and if people are to be taxed for everything what is to become of the poor people at Kowloon who live in 25 dollar a month houses, and what about some of the poor men who live in some of my houses at 5½d a week? And they are taxed. Mr. Chapman runs after them, puts down their number, and collects \$1.56 from them in the course of the year. The Canton Steamboat Company, that excellently managed company which is the admiration of us all, pays for 1,500,000 tons 1,700 dollars, whilst it pays the Canton Government about \$17,000. Captain Rumsey said the line of inducement which we should hold out should be not so much nothing to pay as something to earn, and it is certainly most extraordinary, as

he remarks in the memorandum, that the influential companies, those magnificent and wealthy corporations, should actually say and believe that the effect of light dues will be to exclude certain ships from the harbour. What ships will be excluded? Why, if any ships will be excluded it will be the tramps, so that the influential companies will be able to get better rates and obtain the means to pay off the trifling amount which will keep the tramps away. The estimates will be prepared next October, but I may not then have returned to the colony. I therefore venture to hope you will excuse me for putting these views before you, as I shall not then have the opportunity to say anything. But I do think it is a matter which the influential shipping people of Hongkong may well reconsider. I have great pleasure in proposing the adoption of this voluminous, most valuable, well-considered, and well-written report. (Applause.)

SPEECH BY THE HON. T. H. WHITEHEAD.

Hon. T. H. WHITEHEAD—Mr. Chairman, Let me offer you my hearty congratulations on the able and exhaustive address which you have just delivered. I earnestly hope that members may have the good fortune to listen to many more such lucid speeches from their Chairman in the future. I will not detain the meeting so long as the last speaker, Mr. Sharp, has done with the few remarks I have to make. Before the report and accounts are passed I desire to again point out, as I did at last year's annual meeting, that it is very essential the committee to be elected to-day should see to it that the Government does not longer delay effecting much needed and indispensable sanitary reforms, as plague is unhappily again in our midst. I then quoted from a well considered minute written by Mr. Ede some time previous, which reads—"Unless some well considered scheme be adopted to abate overcrowding, to resume, lay out, rebuild on new principles, at least the worst section of the town, we shall never make any real permanent progress towards immunity from filth and disease;" and I said, "The emasculated Sanitary Board still with us has rendered and is rendering excellent service, but the law now in existence does not give the Board the power to compel landlords to do what is essential and necessary. Though the Board applied in August, 1896, to have the Public Health Ordinance further amended, Government so far have delayed giving the powers required." The Commission appointed in 1896 to enquire into the existence of insanitary properties in the colony, &c., sent in their report to Government some time ago, but so far no action appears to have been taken thereon. We know the sad and bitter experience which Bombay is again passing through, and speaking at the annual meeting of the Bengal Chamber of Commerce last month the Chairman said "that the composition of Burra bazaar (or the portion of Calcutta in which the native traders and dealers carry on their business) is 75 per cent. of masonry, 15 per cent. roadway, and 10 per cent. court-yards and other open spaces; a condition of things which is infinitely worse than in any other civilised town in the world." It is to be feared Hongkong in little if any better than Calcutta, as it appears from a tabulated statement prepared by the Medical Officer of Health that "not more than about 18 per cent. of the Chinese dwellings in the City of Victoria can be regarded as in a fairly good sanitary condition." There are very many insanitary properties, many dwellings which in their present condition are unfit for human habitation; the back portions of a number of the houses are dark, ill-ventilated, extremely dirty, and in some cases are mere dens of filth or hotbeds of disease. The attention of the Government has again and again been urgently directed to the insanitary state of the city—in the Colonial Surgeon's reports of 1874 and 1875 ordered by the House of Commons to be printed in 1881; in Mr. Osbert Chadwick's report on the sanitary condition of Hongkong presented to both Houses of Parliament in August, 1882, and another report by him dated July, 1890; in the report of the Permanent Committee of the Sanitary Board dated June, 1894; in the reports of the Committee on Housing the Chinese dated July

and August, 1894; in the Colonial Surgeon's report on the epidemic of bubonic plague dated March, 1895; and in the report of the Medical Officer of Health for 1896. But the sanitary reform necessary to render the port clean and healthy has not yet been effected. The work should be undertaken forthwith, done thoroughly irrespective of the cost in money, because until it is effected "we shall never make any real permanent progress towards immunity from filth and disease." Your new Committee should keep the Government alive to the dangers to public life and property to be apprehended from a continuance of the plague and should leave no stone unturned until Hongkong is rendered an uncongenial abode for the plague bacilli. There are advocates who recommend a systematic medical inspection of all vessels entering the waters of the colony, and such inspection could no doubt be carried out, but without proper surveillance would the system prove effective? When the Chinese are ill they will not venture to come to Hongkong. They are afraid of the wholesome treatment extended here to plague patients. The incubation period of plague is usually from three to six days, the limit is ten days, and it appears to me that in view of the large number of Chinese arriving daily in the colony from Canton, Macao, and the mainland, that effective surveillance over so large a number of persons, may be 5,000 or 6,000 or more, is really not practicable. In 1894 medical inspection was in force here, but I understand no plague cases were thereby detected. Out of every twelve cases now discovered I am credibly informed that about nine or ten are found dead, which shows that the search for cases is very ineffective. The remedy is in the hands of the Government, who should at once authorise the requisite increase in the Sanitary Staff, take immediate steps to put the city into a thoroughly sanitary condition, and render Hongkong as far as human energy and ingenuity can make it the reverse of a congenial habitation for the plague bacillus. While this task is being accomplished the question of medical inspection and the stoppage of immigration should be studied, carefully reconsidered, and grappled with in the light of more recent experiences. The demand made by the Imperial Government in the beginning of last year for an increased colonial contribution to the mail subsidy was on 27th February, 1897, referred to a sub-committee composed of Mr. Herbert Smith, Mr. N. J. Ede, and myself, as it was impossible for your committee to pronounce an opinion on so important a matter without further information than was then, on 1st March, 1897, before them. The sub-committee made due enquiry, studied the subject, and fully considered despatches and papers on the question, but were unable to obtain from the Imperial through the Colonial Government a statement showing the weight of mail matter carried and the gross revenue derived by each of the following governments:—The Imperial Government, the Indian Government, and the various Colonial Governments, from mail matter carried by the English mail service under the subsidy contract with the British Government for the year ending 31st March, 1896. The refusal to supply the information we asked for is ominous and I conclude that the statement would have shown the demand of the Home Government to be unfair, unreasonable, and iniquitous, and an imposition so monstrously unjust that for the present it has been abandoned. The Committee's reply, dated 5th June last, to the Government was based on information and material supplied in the Sub-Committee's report, which report has not been published as usual, though it contains nothing of a confidential nature. In view of the possibility of the internal waters of China being partially opened to foreign trade and steam navigation at no very distant date it is desirable that this Chamber should keep alive to the importance and to the necessity of the maintenance of the freedom of commerce in the markets of the adjoining Empire still largely undeveloped. As an evidence that other Chambers are awake to the vast changes which are taking place I may here quote the memorial addressed to the President of the United States on 3rd February last:—

"The Chamber of Commerce of the State of New York beg leave respectfully to represent:

"That there are important changes now going on in the relations of European powers to the Empire of China affecting the territory of that Empire, and to that extent affecting the privileges enjoyed under existing treaty rights by American citizens trading in and with China.

"That the trade of the United States to China is now rapidly increasing, and is destined, with the further opening of that country, to assume large proportions unless arbitrarily debarred by the action of foreign governments, the exports from the United States to China and Hongkong, as far as they can be traced, having grown from \$8,117,059 in 1893 to \$17,978,965 in 1897."

"That, in view of the changes threatening to future trade development of the United States in China, the Chamber of Commerce of the State of New York respectfully and earnestly urge that such proper steps be taken as will commend themselves to your wisdom for the prompt and energetic defence of the existing treaty rights of our citizens in China, and for the preservation and protection of their important commercial interests in that Empire."

The time has come when the opening up of the magnificent resources of the Celestial kingdom to the trade of the world cannot be much longer delayed if the integrity of China is to be sustained and the welfare of her people promoted. Never in the history of the Far East has there been greater need to strain every nerve to fully and completely safeguard our markets and develop new ones in the cause of civilisation. The example set by the New York Chamber of Commerce should be imitated by the Chambers of Commerce throughout the Far East, as each has a direct and tangible interest in the growth of the trade and commerce of China present and future, and in keeping open on equal terms to all competitors the markets and resources of the oldest Empire in the world. Before sitting down permit me to offer you my grateful thanks for your kind reference to my humble endeavours, as representative of the Chamber in the Legislative Council, on behalf of the trade and commerce of the port. Members may rest assured that while I have the privilege and pleasure of living amongst you I shall continue, in my leisure time, to do my little best in the interests of the colony and the promotion of its welfare.

Mr. J. H. LEWIS—I have much pleasure in seconding the able report of the Committee for the past year, which has been to some extent unfavourably criticised by Mr. Granville Sharp in regard to the question of light dues. To judge from Mr. Sharp's remarks in connection with the shipping interests of the colony, it would appear that he held a brief from the Harbour Master. However, all these points have been successfully upheld by the representatives of the Chamber in the past, and most of us, I am sure, can only hope that the shipping interests will in the future be as well and as successfully protected.

The motion was passed.

The CHAIRMAN then moved the confirmation of the members admitted since the last annual meeting.

Mr. JACKSON seconded.

Carried.

ELECTION OF COMMITTEE.

The CHAIRMAN—The next business is the election of the committee.

Mr. JAS. MCKIE rose and said he would like to suggest to those present the name of Mr. H. A. Ritchie as a most desirable member of the new Committee. Mr. Ritchie was not only the Superintendent in Hongkong of the largest and most important shipping company in the world but by the tact and energy he had displayed in the agitations against light dues and stone piers he had proved himself a capable acquisition to the Committee of this Chamber.

The voting papers were then distributed and on their being collected it was found that the following had been elected:—Messrs. R. M. Gray (Chairman), Herbert Smith (Vice-Chairman), G. B. Dodwell, H. A. Ritchie, A. Haupt, J. J. Bell-Irving, T. Jackson, N. A. Siebs, and T. H. Whitehead.

The proceedings then terminated.

The following is the report of the Committee:—

The Committee beg to submit to the Mem-

bers of the Chamber the subjoined report of their proceedings during the past year.

THE LIGHT DUES.

The agitation inaugurated in 1896 by this Chamber to secure the fulfilment of the pledge given by Governor Sir William Des Vœux when the Special Gap Rock Light Tax was first imposed, that so soon as the cost of the light had been met, the light dues should be reduced to their former level, has resulted in the redemption of that promise by direction of the Secretary of State for the Colonies. Accordingly, at the commencement of the current year, the old rate of one cent per ton was reverted to, and the shipping has thereby been relieved from a burden which threatened to become permanent. Bearing in mind, however, that the principle of having resort to light dues for purposes of general revenue in any case of urgent necessity has been endorsed by the Secretary of State, it will be necessary for this Chamber to keep a watchful eye on this question in the future.

ABOLITION OF PORT DUES AT MACAO.

By a Royal Decree dated the 30th April last, the Portuguese Government declared all steamers entering Macao from Hongkong and Chinese ports exempt from tonnage and all other port dues,—an important step to secure the preservation of the trade of the neighbouring colony.

THE OPENING OF THE WEST RIVER TO TRADE.

The ports of Samshui and Wuchow-fu, and four ports of call—Kongmoon, Kumchuk, Shiuhing, and Takhing—on the West River were opened to foreign trade and navigation on the 4th June, and a British Consular Officer was at once despatched to Wuchow-fu. Provisional Regulations for the conduct of trade on the River were issued in August, and copies courteously forwarded to this Chamber by the Imperial Maritime Customs.

THE NAVAL YARD EXTENSION.

Hearing that the Admiralty projected a large extension seaward of the Royal Naval Dockyard by reclamation from the sea and construction of a basin, your Committee, apprehensive that this projection of the area of the Yard would affect the fairway through the men-of-war anchorage and cause a silting up of the foreshore in front of the new Praya, addressed the Government on the subject, and asked that such steps should be taken as might be necessary to protect shipping interests. The matter was referred to the Naval Authorities, who have expressed an opinion that the extension of the Naval Yard will not affect the fairway and is not likely to cause any serious silting up, but if the latter should occur the Admiralty will probably be ready to apply a remedy.

HONGKONG AND THE POSTAL SUBSIDY.

With regard to this important question, a reply was, on the 5th June, addressed to the Government despatch requesting the views of the Chamber on the new demands of the Treasury, in which these were strongly combated, and an emphatic protest made against the mileage basis on which it is sought to fix the colony's contribution to the mail subsidy. Beyond the acknowledgement of the receipt of this communication, nothing further has been heard in connection with the protest, which it is to be presumed is still under consideration in London.

THE MEDICAL INSPECTION OF VESSELS.

In consequence of a recommendation from the Local Government Board that a systematic medical inspection of all vessels entering the waters of this colony should be adopted, on the principles prevailing in ports of the United Kingdom, to which end it was proposed to establish inspecting stations at each extremity of the harbour, with an adequate staff of medical officers to perform the work, the opinion of the Chamber was sought by the Government. The question was referred to a Committee of gentlemen engaged in the shipping trade, and a copy of their report setting forth the undesirability and impracticability of the proposed inspection was despatched to the Government with a covering letter endorsing these opinions and adding a suggestion for facilitating the work of the Health Officer. No further action has since been taken with regard to the inspection, but the latter suggestion of the Chamber was adopted, presumably in deference to the wishes of the shipping interest.

QUARANTINE REGULATIONS.

During the past year vessels from Swatow, Amoy, and Formosan ports were placed under medical inspection at Shanghai, Bangkok, Netherlands India, and Japanese and Philippine ports for a period, but arrivals from this colony were not subjected to serious detention.

ILLEGAL MONOPOLIES IN KWANGSI.

In May last a notice was issued by the Provincial Authorities in Kwangsi announcing the concession to certain native merchants of the privilege of importing matches and kerosine into that province on terms constituting a virtual monopoly for a period of twelve years. The Chamber's attention having been called to this breach of treaty rights, a letter was addressed in the first place to the British Consul at Canton, representing that the action of the Kwangsi officials was a practical nullification of the transit pass privilege. Mr. Brennan had lost no time in protesting against the monopoly, and as a result it was cancelled soon afterwards. Further correspondence with H.B.M.'s Consul ensued on this question and the cognate one of internal taxation on foreign goods, and eventually representations thereon were addressed to H.B.M.'s Minister at Peking, who in reply promised to do his best to induce the Tsung-li Yamen to prohibit the farming out of taxes on merchandise to syndicates, and fully recognised the importance of the publication of internal Customs tariffs, which he had instructed the Consul to apply for.

PREFERENTIAL DUTIES.

This oft-recurring question came rather prominently to the fore again last year. In September last, the Hongkong Canton and Macao Steamboat Company informed the Chamber of a new infraction of the Treaty by the Hoppo at Canton who, in competition with the Imperial Maritime Customs, had lowered the duty on waste silk when carried by junks and diverted the carriage of that product from the river steamers to native craft. Urgent representations on the subject were promptly made first to H. B. M.'s Consul and subsequently to the British Minister at Peking. His Excellency promised to bring the matter before the Tsung-li Yamen, but the result has been practically nil, since the carriage of the article referred to continues to be made in junks. The Central Government at Peking demand documentary proof of the practice, which it is virtually impossible to obtain, as it is the interest of shippers to avail themselves of the opportunity to lay the silk down in Hongkong at the lowest terms obtainable.

INFRINGEMENT OF TRADE MARKS.

The reference to this Chamber by the Government of a letter from Messrs. Marsland, Son & Co., of Manchester, complaining of an infringement of their "Horseshoe" label by Belgian manufacturers, and suggesting that some general scheme of registration to cover Great Britain and her colonies, led to some correspondence on the local registration of trade marks. Your committee, in reference to the latter suggestion, were not prepared to advocate any scheme of Imperial registration embracing both the colonies and the United Kingdom, on account of the proportions such an undertaking would necessarily attain and the great attendant cost of having commensurate departments in each colony. At the same time they recognised the importance of owners of marks for local trade being able to claim the protection of registration, and accordingly the Government were requested to ask the Attorney-General to give an opinion on certain points and confirm or otherwise certain conclusions named. This was done, and the Attorney-General, in a minute on the subject, expressed the opinion that registration in this colony is only *prima facie* evidence of the right to a trade mark, and evidence of a prior subsisting registration in England would be admissible to defeat the *prima facie* proof of the local register, but when application for registration has been made in Hongkong before the date of registration in the United Kingdom, the local registration should confer prior right in this colony.

THE QUESTION OF DATING BILLS OF LADING.

This question, which has been very largely discussed in London and various British ports, was brought to the notice of the Committee

by the President of the General Produce Brokers' Association of London, and in conformity with his request, the correspondence on the subject was circulated among the members of the Chamber. The practice had not, however, so far as could be ascertained, caused any serious inconvenience locally, and the Committee saw no reason to proceed further in the matter.

THE DANGEROUS COAST OF SOCOTRA.

The wreck of the P. & O. S. N. Co.'s steamship *Aden* on the coast of Socotra last summer, attended as it was by a sad loss of life, induced your Committee to make representations to the Board of Trade as to the necessity for a comprehensive investigation to ascertain by what means the shores of Socotra can be rendered less dangerous to navigation. Various other Chambers addressed communications to the Home Government on the subject, and there is reason to believe that they will not prove barren of results, replies received being to the effect that the matter is engaging the careful attention of the Board of Trade.

THE RECOGNITION OF BRITISH BUSINESSES ESTABLISHED PRIOR TO OPENING OF PORT.

A question of some interest has been opened up by the refusal of the British Consular Representative at Shasi to recognise a branch agency opened at that port some fifteen years ago by Messrs. A. S. Watson & Co., Limited, as a British firm, on the ground that it will raise two other questions, namely, the nationality of the branch before the port was opened, and that of similar establishments in places which are not Treaty ports. Some correspondence has passed on the subject, and in September a letter was addressed to the British Minister praying him to extend his protection to the firm's branch at Shasi; but no answer has been received up to the present.

THE GOVERNMENT PIERS.

In November last a Committee having been appointed by His Excellency the Governor to consider and report on the position and arrangement of the new Government piers, this Chamber was requested to nominate a representative to serve thereon, and Mr. N. J. Ede, having consented to undertake the duty, was nominated accordingly by your Committee.

ALLEGED OFFICIAL INTERFERENCE WITH TRADE IN KWANGSI.

Complaint having been lodged by Mr. F. W. Watts with H. B. M.'s Consul at Canton of the action of the native officials at Fu Chuen, in Kwangsi, to prevent the alleged owner of a coal mine from fulfilling a contract to deliver certain consignments, the support of this Chamber was then invoked for a claim intended to be made. Representations were thereupon made to the Consul, who brought the case to the notice of the Viceroy and requested him to call on the local officials for an explanation. Further action is suspended pending receipt of this explanation, which the native officials are apparently in no hurry to give.

PROPOSED POLL TAX ON IMMIGRANTS IN STRAITS SETTLEMENTS.

A Bill having been introduced into the Legislative Council of the Straits Settlements to provide funds for the erection of immigrants' examination sheds, whereby it was proposed to levy a capitation tax on each male adult Chinese immigrant, your Committee addressed a remonstrance to the Government of the sister colony, praying for reconsideration of the proposal and expressing a hope that some other means might be resorted to for raising the funds required. To this a reply was received stating that the Bill had already been withdrawn and that the necessary funds would be otherwise provided.

REGISTRATION OF CHINESE TRADE MARKS.

The Singapore Chamber of Commerce, having been asked by the Straits Government to consider the policy of passing an Ordinance in that colony for the registration of Chinese trade marks, applied to this Chamber for information as to the operation of such Ordinance in Hongkong. The Singapore Chamber feared that the working of such a system of registration would be attended with various disadvantages, but your Committee were able to give an assurance that the law in its working here has on the whole so far proved beneficial to trade and neither costly nor inconvenient.

THE CURRENCY QUESTION.

An invitation was received early in September from the Singapore Chamber of Commerce to join that body in taking action to induce the Governments of both colonies to secure fixity of exchange and place the currency on a sounder basis. Your Committee, recognising the great importance of the question, lost no time in considering the suggestion, but having regard to the very different position of Hongkong, which is situated on the edge of the greatest silver-using Empire in the world, with which its trade is mainly conducted, and from whose currency it would be impracticable to attempt a separation, they were compelled to decline the proposal to co-operate in the matter, or to recommend to the local Government any change in the existing currency.

OPENING OF NEW TREATY PORTS IN KOREA.

In July last an official notification reached this Chamber of the intention of the Korean Government to open the ports of Chennampo and Mokpo to foreign trade on the 1st October, on which date the ports in question were duly opened.

BOUNTY TO JAPANESE DIRECT EXPORTERS OF RAW SILK.

An attempt to divert the export trade in raw silk from Japan into native hands was made early last year by the Japanese Diet, who passed a Bill to provide for the payment to direct Japanese exporters of raw silk of a bounty upon their shipments from Japan to foreign countries. This bounty being not only opposed to the spirit of the existing Treaties but also to the actual provisions of those lately negotiated but not yet in force, the Yokohama Chamber of Commerce took prompt and vigorous action, addressed the Doyen of the Diplomatic Body at Tokyo on the subject and asked the co-operation of the various Chambers in the Far East in the matter. This Chamber responded to the appeal, expressing readiness to co-operate in any steps to procure a reversal of the Japanese policy, but happily further action was rendered unnecessary by the Japanese Government agreeing to introduce a Bill into the Diet in December last to abolish the bounty.

STORM WARNINGS.

The system of storm warnings adopted by the Hongkong Government at the commencement of 1897 having proved unsatisfactory in their results, your Committee in December suggested a return to the Meteorological Signals which had been in use from January, 1884, to December, 1896. This suggestion was adopted by the Government in January, 1898, and your Committee hope that the shipping community will thereby benefit in the future.

THE PINNACLE ROCK FUND.

The Pinnacle Rock Fund, subscribed in 1888, for the purpose of giving rewards to Chinese fishermen and others for information of the existence of hidden and uncharted rocks in the track of steamer navigation on the coast of China, having accumulated to a sum of over \$3,000, your Committee have thought it advisable to make a fresh effort to utilise it for the purpose intended. The Naval Authorities, the British Consuls, and the Commissioners of Customs at all southern Treaty Ports have therefore been communicated with on the subject, asking them to make special efforts to bring the rewards to the attention of the native maritime population. Considerable correspondence has passed, and the Hongkong and Shanghai Bank have been authorised to honour the drafts of each of the Consuls at the various southern ports to the amount of \$300 for the purpose of paying awards for the revelation of hidden dangers. It is hoped that this effort will lead to some useful discoveries.

DELAYED DELIVERIES BY POST OFFICE.

Attention having been called from several quarters to the unsatisfactory working of the Post Office Department, a letter was in January addressed to the Government on the subject, instancing certain delays in deliveries of the mails. To this a reply was received enclosing a report from the Postmaster General giving reasons for the delays specified. The explanation was not considered satisfactory by your Committee.

SUNDRY CORRESPONDENCE.

Correspondence on the subjects of the Queen's Commemoration, Transit Passes for

Kwei-lam, the New Commercial Agreement with Bulgaria, the Importation of Indian Yarn into Tonkin, the Supply of Rice to Ceylon, the Abolition of the Import Duty on Tea in Belgium, and Philadelphia Commercial Museums will be found in Appendices G, P, X, Z 1, Z 2, and Z 4.

THE COMMITTEE.

The only change in the composition of the Committee during the past year was occasioned by the resignation of Mr. St. C. Michaelsen on the 31st December owing to his departure from the colony. A letter expressing the regret of the Committee at losing Mr. Michaelsen's assistance, and thanking him for the valuable services he had rendered during the past ten years was addressed to him. Mr. A. Haupt was invited to accept the seat rendered vacant.

MEMBERS.

During the past twelve months the Chamber has lost two members, Mr. Atwell Coxon, who has left the colony, and Messrs. Stollerfoht & Hagan, who have discontinued business. The following have been admitted to membership subject to confirmation at the annual meeting:—Mr. J. R. Michael, Messrs. Lutgens, Einstmann & Co., H. H. Kirch & Co., The China Sugar Refining Company, Limited, and Mr. W. F. Wenyon.

FINANCE.

The accounts for the year ending 31st December, 1897, have been audited by Messrs. J. Thurburn and J. Y. V. Vernon. The balance at credit of the Chamber, after transferring \$880 to Deposit Account, raising that fund to \$4,000, was \$1,473.62. The Pinnacle Rock Fund, by the addition of interest, has increased to \$3,316.71, both accounts being in the hands of the Hongkong and Shanghai Banking Corporation.

HONGKONG SANITARY BOARD.

A meeting of the Hongkong Sanitary Board was held on Thursday afternoon. In the absence of the President (Dr. J. M. Atkinson) the chair was occupied by the Vice-President (Hon. F. H. May, Captain-Superintendent of Police), there being also present—Hon. R. D. Ormsby (Director of Public Works), Mr. A. W. Brewin (Acting Registrar General), Mr. N. J. Ede, Dr. F. Clark (Medical Officer of Health), and Mr. C. Vivian Ladds (Assistant Secretary and Colonial Veterinary Surgeon).

MINUTES.

The minutes of the special meeting held last week and of the ordinary meeting and confidential meeting held on March 24th were read by the Assistant Secretary and confirmed.

THE SALE OF POISONS, &c.

The draft bye-laws for regulating the manufacture and sale of poisons and the sale of un-sound and adulterated drugs were submitted, but on the suggestion of the VICE-PRESIDENT it was decided to postpone the consideration of them.

THE BUBONIC PLAGUE IN BOMBAY.

A return in reference to the bubonic plague in Bombay showed that from the 16th of February to March 1st 2,332, or a daily average of 166, cases were reported and that the deaths during the same period numbered 2,179, or a daily average of 155.

FOOT AND MOUTH DISEASE.

Mr. C. Vivian Ladds and Dr. Francis Clark, the committee re the enforcement of bye-laws 6 and 7, schedule A to Ordinance 17 of 1887, reported on 30th ult.:—"We have the honour to report for the information of the Sanitary Board that a good many cases of foot and mouth disease are still found amongst the cattle imported into the colony for slaughtering purposes—these being housed in an isolation shed until recovery. Nothing else can be done until the importation of infected cattle ceases."

The following minutes were appended:—
Mr. N. J. EDE—I am in favour of dissolving the special committee. I presume the isolation of the sick cattle will go on on the same system under the supervision of the Colonial Veterinary Surgeon.

The MEDICAL OFFICER OF HEALTH—If the committee is dissolved the inspector of live stock must, it appears from the bye-laws, continue to report to the Board concerning the animals placed in segregation.

The DIRECTOR OF PUBLIC WORKS—I agree with the above.

The CAPTAIN SUPERINTENDENT OF POLICE—I agree to dissolve on the understanding mentioned by Mr. Ede.

The VICE-CHAIRMAN—dissolving this special committee won't make any real difference, I understand?

The MEDICAL OFFICER OF HEALTH—Special committees had certain powers—power to destroy animals.

The VICE-PRESIDENT—But as far as the segregation of the animal goes it will remain in force?

The MEDICAL OFFICER OF HEALTH—Yes.

The VICE-PRESIDENT—I beg to move that the special sub-committee appointed be now dissolved.

Mr. EDE—I second that.

Carried.

THE SURVEYOR'S LEAVE OF ABSENCE.

On April 1st Mr. J. R. Crook, Surveyor to the Board, wrote that he had been granted 12 months' leave of absence commencing April 27th, adding:—"During my absence I have arranged—with the approval of the Hon. Director of Public Works—for Mr. Drury to carry on my duties as Sanitary Surveyor. I submit this arrangement for the approval of the Board, and that Mr. Bryan, assistant sanitary surveyor, and Mr. Small, overseer of drainage works, be placed under Mr. Drury's instructions."

The minutes showed that the members of the Board approved.

THE OUTBREAK OF RINDERPEST AT SASSOON'S VILLA.

The COLONIAL VETERINARY SURGEON reported on March 21st—I have to report another case of rinderpest at Sassoon's Villa, Pokfulam. Will you allow me to keep the animal alive for two or three days in order that I may try some experiments. I will undertake to keep it well isolated from the rest of the non infected cattle, so that there will be no risk.

The following minutes were appended:—

The PRESIDENT—I gave Mr. Ladds permission to keep the animal as he wishes to ascertain if possible the duration and course of the disease. I went to Sassoon's Villa myself with the Colonial Veterinary Surgeon yesterday (March 22nd) and saw the beast. It is perfectly isolated and at least 500 yards from any other shed. Mr. Ladds thinks he may be able to cure it. In my opinion the road leading to Sassoon's Villa should be blocked either by a temporary wall or a gate, as there is a way by the farm for the inhabitants of a village at Telegraph Bay to pass along. This might be referred in the first instance to the Director of Public Works, in order to ascertain whether the road leading down to and past Sassoon's Villa from the main road is a private road or not.

The DIRECTOR OF PUBLIC WORKS—I understand there is a right of way along this road, and that it cannot be closed, at least without the consent of owners whose properties are situated on or below it.

The PRESIDENT—If this is the case another road must be made immediately behind Sassoon's Villa, so that the villagers and public shall not pass close by the infected farm. Please circulate at once for the opinion of the members as the C.V.S. informs me that this is a matter of urgency. I have visited the farm and could point out to an officer of the Public Works what is required.

The President having referred the matter to the C.V.S. for his opinion,

The COLONIAL VETERINARY SURGEON reported—So far as the recent outbreak of rinderpest at Sassoon's Villa is concerned, I do not think that it is necessary to divert the road in order to prevent any danger which might arise from possible conveyance of the infection of rinderpest by foot passengers or otherwise, as I am of opinion that the disease has now run its course, and that there will be no more fresh cases. Had this not been so the question of the desirability of diverting the road might have been profitably considered. It seems to me a mistake to have established a dairy farm upon land through which a right of way runs.

The VICE-PRESIDENT—How do you propose to settle this right of way?

The DIRECTOR OF PUBLIC WORKS—I do not know at all.

On the motion of the MEDICAL OFFICER OF HEALTH, seconded by the VICE-PRESIDENT, it was decided to refer the matter to the law officer of the Crown.

THE SERUM TREATMENT OF RINDERPEST.

Mr. C. VIVIAN LADDS wrote on the 30th ult.:—"Referring to my letter of the 2nd inst. in which I stated that "I think the time is not far distant when the serum treatment of this disease (rinderpest) will be generally adopted," I now have the honour to report for the information of the Sanitary Board that I have successfully treated the last case of rinderpest which occurred in Sassoon's Villa, Pokfulam, by this method, and that the animal has now quite recovered. From my knowledge of the subject, I am confident that by adopting serum treatment in the event of future outbreaks of cattle plague, that the death rate may be reduced from about 90 per cent. or more to a minimum of four or five per cent., or even less. In fact I am of opinion that if cases of this disease are taken in time everyone of them may be successfully treated with serum. Further, I may mention that cattle can be immunised against future attacks of rinderpest by first injecting them with virulent blood, and afterwards with serum; but this would mean that the animal to be properly protected would thus have to undergo a mild form of the disease, which in the case of dairy cattle is not desirable.

The following minutes were appended:—

The SECRETARY—Mr. Ladds is to be congratulated on the success of his treatment in this case.

The PRESIDENT—As far as this goes it is certainly satisfactory, but no deductions can be drawn from the treatment of one case. A detailed report should be furnished by the Colonial Veterinary Surgeon for the information of the Board, giving more especially the origin of the serum or remedies used. Mr. Ladds is a servant of the Board, and all his experiments should be placed on record for the information of the Board and the future guidance of its officers.

The REGISTRAR-GENERAL—The Board has no power to order Mr. Ladds to report. The information he has given is sufficient, and in publishing a more detailed account of the treatment Mr. Ladds will no doubt be guided by the rules of his profession.

The CAPTAIN SUPERINTENDENT OF POLICE—I certainly think the Board should have a record of the treatment followed.

A discussion ensued.

The VICE-PRESIDENT—Are not the Board entitled to know how our officer has been treating this animal? I mean an officer may go away and we may want some other person to carry out the treatment. I do not know whether Mr. Ladds has got any particular objection to giving an account of his treatment. I beg to move that the Colonial Veterinary Surgeon furnish a detailed report on the nature of his treatment.

Mr. EDE—I think it is very important it should be on record and I second it.

The COLONIAL VETERINARY SURGEON—If you would allow me to speak I would say that as this is the first case I do not think it advisable to publish any report, as at present a whole lot of misleading statements may be put in.

The VICE-PRESIDENT—The Board will exercise their discretion as to what shall be reported.

The ACTING REGISTRAR-GENERAL—I think we must leave it to Mr. Ladds—to his sense of propriety. I consider that the information published is quite enough for us.

The VICE-PRESIDENT—There is no information at all.

The ACTING REGISTRAR-GENERAL—The information is that the President put a diseased cow at his disposal for experiment and he cured it.

The VICE-PRESIDENT—We want to know how he cured it. We are no better off; Mr. Ladds is better off, but the Board is no better off.

The MEDICAL OFFICER OF HEALTH—I think it usual for a scientific observer to try to verify the facts as far as possible before communicating them, and as there has only been one animal treated it seems that for the Colonial Veterinary Surgeon to publish his form of treatment at present is contrary to the

etiquette usually adopted by the scientific world in such cases.

The VICE-PRESIDENT—We do not ask him to publish the report, but to lay it before the Board.

The MEDICAL OFFICER OF HEALTH—But still if he informs the Board the Board will have the right to publish it. It seems almost too premature to say anything.

The VICE-PRESIDENT—I moved a resolution and Mr. Ede seconded it. Those in favour.

The resolution was carried. The Vice-President, Mr. Ede, and the Director of Public Works voting in favour. The Medical Officer of Health and the Acting Registrar General did not vote.

APPLICATION FROM THE HONGKONG HOTEL COMPANY.

Messrs. Palmer and Turner, architects and surveyors, wrote on March 26th:—"On behalf of the Hongkong Hotel Company we shall be glad to know if the Board will allow the company to fix on the ground floor of their premises a range of Doulton's trough closets especially constructed to replace the bucket system they have at present."

The Surveyor to the Board recommended that the permission asked for be granted subject to separate cistern accommodation being provided, seeing that water closets are already fixed all over the hotel.

The minutes expressed approval of the recommendation of the Surveyor.

It was decided on the motion of the VICE-PRESIDENT, seconded by Mr. EDE, that the application be granted on the condition named.

THE MORTALITY RETURNS.

The mortality statistics for the week ended March 26th showed the death rate (excluding army and navy) per thousand per annum of the population was 24.6, against 23.6 for the previous week and 15.2 for the corresponding week last year.

THE PLAGUE AT TAMSUI.

A letter was read from the British Consul at Tamsui to the effect that in one district, from the 1st to the 15th ult., there were four cases of suspected plague and three deaths. There were six cases of smallpox and no deaths. In the centre of the island there had occurred 20 cases of plague and eight deaths. The letter concludes, "As far as this island is concerned the authorities do not consider that the plague or smallpox is prevalent."

The proceedings then terminated.

THE ANNUAL REPORT OF THE MEDICAL OFFICER OF HEALTH.

At the meeting of the Sanitary Board on Thursday Dr. Clark's report on the health of the colony for the year 1897 was laid on the table. It is a voluminous and interesting document, but its length precludes our reproducing it in full. The following is an abstract of it:—

Area.—Under this head the area of the colony is stated and particulars are given of the number and location of domestic buildings.

Climate.—Gives particulars of the temperature, rainfall, and sunshine of the year.

General Sanitary Condition.—Some little progress has been made during the past year towards the structural improvement of the sanitary condition of the Chinese dwellings in the colony, but much yet remains to be done to render them reasonably habitable. Legislation is urgently needed to remedy some of the most glaring sanitary defects.

Population.—The constitution of the population, of which an analysis is given, has, Dr. Clark says, a most important bearing upon the vital statistics of the colony, for it should most certainly be associated with an abnormally low death-rate as well as a low birth-rate. This latter we undoubtedly have among the Chinese population, but I regret to say that instead of a death-rate of about 11 or at the most 12 per 1,000, such as should obtain in a population so largely composed of young adults we have a death-rate of no less than 18.85 per 1,000, the excess being, among the native population at least, largely due to the insanitary conditions under which the great bulk of them are at present compelled to live. A far more graphic but equally true expression

of this fact would be that no less than 1,800 Chinese die annually in Hongkong, as the result of gross insanitary conditions, many of which are at present permitted by the laws of the colony.

Deaths.—The total number of deaths registered during the year was 4,688, as compared with 5,860 during 1896; but in that year there were no less than 1,078 deaths from bubonic fever; discounting these latter deaths altogether however it will be seen that there has been a material reduction in the number of deaths recorded, and the death-rate for 1897 stands at 18.85 per 1,000 as compared with an average of 23 per 1,000 during the previous five years (exclusive of 1894). The total number of deaths among the Chinese was 4,484 which corresponds to a death-rate of 19.08 per 1,000, the rate during the previous year having been 24.73 per 1,000.

The deaths registered among the non-Chinese community were 204 as compared with 253 during 1896, and the mortality rate was therefore 14.89 per 1,000 as compared with 19 per 1,000 during 1896 and 17.6 per 1,000 during 1895.

The control of Chinese doctors is recommended.

Age Distribution of Deaths.—The death-rate among the infant population still remains high, for these deaths represent no less than 20.7 per cent of the total mortality, as compared with 20 per cent during 1896 and 28 per cent during 1895. The infant death-rate among the non-Chinese inhabitants of this colony during the year was only 120 per 1,000 which does not exceed the rate in England, but amongst the Chinese population this rate was no less than 593 per 1,000, which although still very high shows a marked improvement upon former years for in 1896 this rate was 745 and in 1895 759 per 1,000. As stated in previous reports these infant deaths are mostly due to disease of convulsive type, induced by the foul atmosphere which they are compelled to breathe in the dark and ill-ventilated dwellings of the poor, and although a material reduction in the number of these deaths has been effected by the sanitary improvements which have been carried out in the colony during the past three or four years, yet a comparison of the infant death-rates of the Chinese and the non-Chinese communities will show that much yet remains to be done to improve the conditions of life under which the former are compelled to exist.

Infectious Diseases and the Medical Inspection of Shipping.—A table is given showing the number of cases of infectious disease, the totals being as follows:—Bubonic fever 21, smallpox 293, enteric fever 65, diphtheria 2, puerperal fever 7, scarlet fever 1. The remarks on the medical inspection of shipping we reproduce in full:—

Of the above 389 cases, 67 are known to have been imported into the colony from the mainland or by the shipping, but in most of the cases of smallpox no information whatever could be obtained concerning their origin, owing to the desertion of the sick and dead by their relatives. I regret to say, moreover, that nothing has been done during the past year to protect the colony from the introduction of infectious diseases, by the shipping, as recommended in my annual report for 1896, although a striking illustration of the danger to which the colony is exposed from this cause was afforded by the cases of smallpox arriving with the Willison Circus Troupe in the month of February, and which were landed and distributed in various hotels in the city, before the disease was officially recognized.

It is in my opinion absolutely necessary, in a colony so situated as this, that every vessel arriving in British waters should be boarded by a medical man and all persons thereon inspected before any communication is permitted with the shore, and this was also the opinion of the Sanitary Board as evidenced by the following motion, which was moved by the late President, and carried unanimously at a regular meeting held on April 8th, 1897:—

"That a letter be addressed to the Colonial Secretary pointing out the desirability of arrangements being made, at as early a date as practicable, for the medical inspection of all vessels entering the waters of the colony, and for the notification of the intended place of destination of those landing from an infected

port or vessel, in the manner provided for in the Regulations issued by the Local Government Board, dated the 9th day of November, 1896."

Unfortunately, however, owing to a change in the constitution of the Board, and the temporary absence of the unofficial member, this decision was reversed, on the 19th day of August, of the same year, by a motion of the President, seconded by the Captain Superintendent of Police, opposed by the Acting Director of Public Works, and carried by the casting vote of the President, to the following effect:—

"That the medical inspection of the shipping in this colony be carried on as at present, but, in order to bring the practice here more into accord with that at home, that Part II of the Regulations issued by the British Local Government Board on the 9th November, 1896, be incorporated, as far as practicable, into the present Quarantine Regulations, an officer of the Police Force or of the Harbour Department being substituted for an officer of Customs."

It may be explained that "the medical inspection of the shipping in this colony as carried on at present" permits of free communication with the shore and the landing of passengers before the visit of the Health Officer of the Port, and is therefore, in my opinion, of absolutely no value as a means of protection of the colony from the importation of infectious disease. The only circumstances under which a vessel may not establish communication with the shore before the visit of the Health Officer is when such vessel arrives from a port or place which has been declared by the Government of this colony, by a proclamation in the *Gazette*, to be infected—a procedure which is very rarely adopted—or when the master of any vessel is so sure of the existence of a case of infectious disease on board that he flies the Quarantine flag on arrival—an almost equally rare occurrence.

The not unnatural result of the action of the Board has been that the question has remained since then *in statu quo*, the last paragraph of the later resolution not having been carried into effect, probably because the cost of providing Police boarding officers in lieu of medical boarding officers would be almost as great, whereas the results would be most unsatisfactory and the delay to shipping would be far greater. It must be remembered, of course, that there are no Customs dues in Hongkong, and hence there is no staff available for the assistance of the Port Medical Officers as at home.

My own scheme for the proper working of the medical inspection of the shipping, without any unnecessary delay, is that there should be three Assistant Medical Officers of Health, appointed exclusively for duties afloat, that they should form part of the Sanitary Board staff, and act generally under the instructions of the Medical Officer of Health for the colony. Two residences should be provided, one at Kennedy Town and the other at North Point, both close to the shore, and these officers, who should be young single men, should be required to reside therein—that is to say, two of them at Kennedy Town and one at North Point, or *vice versa*. From sunrise until 9 a.m. there would be a boarding medical officer on duty at either end of the harbour; from 9 a.m. until 3 p.m. the third medical officer would be on duty and would deal with all vessels entering the harbour between these hours; from 3 p.m. till 5 p.m. one of those who had been no duty in the early morning would take charge while the other would be on duty from 5 p.m. until an hour after sundown. In practice it would probably be found that these hours of duty would need some modification to accord with the seasons, for they merely suffice to show that three boarding medical officers could readily accomplish the necessary inspection of the vessels without any undue interference with the shipping interests of the port. A boat with four Chinese boatmen would have to be provided at either station, while the launch already in use would be needed during the time that one officer only was on duty.

The function of each of these boarding medical officers would be to board every vessel, whether steamer, sailing ship or native craft, entering the waters of Victoria Harbour while he was on duty and make a sufficient examination of all persons on board, whether passengers

or crew, to assure himself that none of them were suffering from any infectious disease, but such examination would not be deemed necessary if the master of the vessel produced a certificate (somewhat similar to that furnished to the Customs Officers at home) signed by himself and countersigned by the surgeon to the ship, to the effect that there had been no sickness of an infectious nature and no death during the voyage, and that the surgeon had examined every person on board during the 12 hours previous to the arrival of the vessel in British waters, and was satisfied that they were then all in good health. Such Surgeon must in all cases be a person entitled to be registered in the colony as a medical practitioner under Ordinances 6 of 1884 and 4 of 1893, and penalties should be provided to prevent the signing of such certificates by persons other than *bona fide* medical practitioners. When it is remembered that all the mail steamers, including P. & O., O. and O., N. P., C. P. R., M. M., N. D. L., and the Holt, Shire, Glen, and probably other lines carry surgeons, it will be seen that not many of the thirteen steamers which enter this port daily, will need a very prolonged visit from the boarding medical officer, and that the time of these officers will be largely occupied in supervising the junk passenger traffic which is generally admitted to be largely responsible for the introduction of infectious disease into this colony. There is no reason why these boarding Medical Officers should not also carry out the medical inspection of Chinese emigrants which is required by section 41 of Ordinance 1 of 1889, or at least such of this work as must be done afloat, for the number of persons to be examined averages only 230 per day.

It would be necessary for a Chinese Interpreter to accompany each of the Medical Officers on his visits, and accommodation should be provided for them also, at the residences at East and West Point.

The Quarantine Regulation proposed by me to provide for this medical inspection of all vessels was as follows:—

"All other vessels arriving at the port of Victoria, or entering the waters of the colony on the north side of the island of Hongkong shall remain outside the following limits, namely, on the East, the Eastern boundary of the Harbour of Victoria, and on the West, a line drawn due North and South from the West end of Stonecutter's Island, and shall not communicate otherwise than orally with the shore, until a general medical inspection of the passengers and crew and of all other persons on board such vessels, has been made by the Boarding Medical Officers; and the master of every such vessel shall not permit any person to leave such vessel, or any cargo to be landed therefrom until he has obtained a certificate granting pratique from the said Boarding Medical Officer.

"The master of every vessel shall furnish the Boarding Medical Officer with all such information as he may require, and if, in the opinion of such Medical Officer, there has been during the voyage, or there is at the time of his visit any case of, or any death from, an infectious or contagious disease on board, or any person whom he suspects to be suffering from any such disease, he may require the master to at once proceed to the quarantine anchorage; and any such vessel shall be deemed to be 'a vessel arriving in the waters of this colony having at the time of arrival, or having had during the voyage, a case of any infectious or contagious disease on board' and shall comply with all the Quarantine Regulations relating to such vessels.

"Provided always that Her Majesty's Mails may be landed from any vessel at any time after her arrival in the waters of the colony, and that such mails may be accompanied ashore by a mail officer or officers, but the names of all such officers must be given to the Boarding Medical Officer by the master of the vessel, at the time of his visit of inspection.

"And provided also that the Boarding Medical Officer may, in his discretion, omit such general medical inspection of the passengers and crew and of all other persons on board, upon the production of a certificate in the form set forth in the Schedule attached hereto, duly signed by the Master of the vessel and countersigned by the Surgeon to the effect that there has been no case of sickness of an infectious nature during

the voyage, and that the said Surgeon has seen every person on Board during the twelve hours immediately preceding the visit of the Boarding Medical Officer and is satisfied that they are all in good health."

The Governor in Council should have power to extend this Regulation to any other port in the colony, by proclamation in the *Gazette*, and should ensure that the certificates of duly qualified medical practitioners only are accepted.

Bubonic Fever.—Under this head Dr. Clark discusses the etiology of the disease. In conclusion he says:—The marked recurrence of cases in houses previously infected, even after an interval of more than twelve months, has convinced me that only the most thorough disinfection, and even in some cases the removal of all existing unsound woodwork, will eradicate the disease from an infected dwelling, and I have decided to abolish the process of disinfection by burning sulphur and by washing the floors with some coal tar preparation, which have hitherto been in vogue in this colony, and to adopt the system of disinfection which has proved so successful in Paris of spraying floors, walls, etc. with a 1 in 1,000 solution of Perchloride of Mercury; the rooms will subsequently be exposed as far as it is practicable in the ill-ventilated and mostly back to back dwellings in which these cases occur, to a free current of air by opening all doors, windows and ventilators as fully as possible, and keeping the premises unoccupied for a few days. There is, however, but one course for the Government to adopt, if this colony is to be kept free from this and other filth diseases, and that is the absolute prohibition of back to back houses, and the compulsory provision of an adequate amount of light and ventilation in all the Chinese dwellings in the colony.

Smallpox.—No less than 293 cases of this disease were reported during the year, of these 200 occurred during the first quarter. The number of imported cases was 37, of which 35 were imported during the first quarter of the year, and Dr. Clark considers that the extensive outbreak of smallpox during that quarter was largely attributable to the importation of these 35 cases, many of which would have been prevented from landing, if there had been a systematic medical inspection of all persons entering the colony.

Enteric Fever and the Sewerage System.—Sixty-five cases of enteric fever were reported during the year, and no less than fifty-one of these were Europeans. During the month of June six cases occurred within a few days of one another, and as they all obtained their milk from the same dairy it is reasonable to suppose that the infection was conveyed to them by this medium. The system of manuring vegetable gardens is described and consumption of raw vegetable in salads is deprecated. Dr. Clark also suspects that the infection may be conveyed by oysters, since it is no uncommon occurrence for baskets of oysters, imported into the colony by Chinese compradores, to be kept alive and it may be perhaps fattened, by being suspended over the Praya wall in the immediate vicinity of the various sewer outlets, until some customer may send an order for the supply of these delicacies. With regard to the sewerage Dr. Clark says:—The sewerage system of the city of Victoria has, during the past year, come in for more than its usual share of opprobrium in connection with cases of this disease, and the discovery of certain old sewers, outlets to which had been blocked by the Praya Reclamation works, while they were yet receiving a small and probably intermittent flow of sewage from some old private drains, the existence of which was unknown, certainly came at an opportune moment for the advocates of this theory of the transmission of the disease, but although I will grant that foul emanations from choked sewers will undoubtedly produce vomiting, diarrhoea, profound depression and even slight fever, I am not prepared to admit that a genuine attack of enteric fever can be produced in this manner, except in those somewhat exceptional cases in which the blocked drain or sewer contains the excreta of some other typhoid patient. When, however, the sewer does contain the necessary infective material, derived from some antecedent case, I certainly think that the emanations from such sewer are capable of transmitting the disease. Some

years ago I suggested the probability of enteric fever germs retaining their vitality in a sewage-laden soil, for as long a period even as twelve months, and that such is actually the case has quite recently been experimentally proved by Robertson and Sidney Martin, so that it may be no easy matter to trace the antecedent case in those instances that are attributable to choked or defective drains or sewers, but that such a case must have occurred is one of the first principles of the germ-theory of disease.

Common Lodging Houses.—There are now 1,001 registered common lodging-houses in the colony as compared with 840 during 1896 and 457 during 1895. These lodging-houses are licensed to accommodate 16,905 persons, but there must be many more Chinese dwellings which come within the legal definition of common lodging-house seeing that there are more than 100,000 unmarried Chinamen in the colony.

Prosecutions.—317 summonses were issued for various offences during the year and 289 convictions obtained, the penalties imposed amounting to \$2,085.

Staff.—No serious epidemic has occurred during the year, and the staff have therefore been able to press forward the various sanitary improvements which had been already legislated for but which in many cases had not been carried out by property owners, such for instance as the concreting of ground surfaces, the regulation of cubicles and cocklofts, the registration of common lodging-houses, the occupation of basements, etc., and the good results of such general improvement in the sanitary condition of the colony will be found in the reduced death-rate which has already been recorded in this report. These duties have been performed in an efficient and at the same time, I venture to think, in a judicious manner, and I consider that the Sanitary Board has every reason to be satisfied with the work which the staff has performed during the past year.

Insanitary Dwellings.—In an appendix is given a tabular statement of the sanitary condition of former health districts 5 and 6 (now practically 5, 6, 7, and 8) proposed for the use of the Insanitary Properties Commission. The total number of houses in the district is 3,095, and of these only 565, or 18 per cent., are pronounced to be in a fairly good sanitary condition.

THE WATER SUPPLY.

We are indebted to the Director of Public Works for the following statement in connection with the water supply:—

On 1st April, 1898, the water in Tytam Reservoir was 29 feet 2½ inches below the overflow representing a storage of 187,933,000 gallons, while the water in Pokfulum Reservoir was 7 feet 9½ inches below the overflow, representing a storage of 48,754,000 gallons. The total storage was thus 236,687,000 gallons.

The following are the figures on the corresponding dates last year:—

	Level	Storage
Tytam	20 feet 11½ inches	237,000,000
Pokfulum	19 feet 7½ inches	24,809,000

Total 261,809,000

The total consumption for all purposes during March was 88,313,000 gallons, giving with an estimated population of 177,450 an average daily consumption of 16 gallons per head.

For the corresponding period last year the total consumption was 79,868,000 gallons or an average daily consumption of 15.2 gallons per head for the population of 169,000.

The Government Analyst reports the water to be of excellent quality.

At Tokyo on 23rd March, at about 2.30 a.m., fire broke out in a store shed at No. 6 Nichome, Harukimachi, Hongo, owned by Mr. Yokomura Shotaro of Ichome, Harukimachi. The flames, fanned by a strong north-easterly wind, spread very rapidly and 1,112 houses were reduced to ashes, including the Haruki Theatre and many other important buildings. It was not until 6.30 a.m. that the fire was got under control. During the fire one person is reported to have been burnt to death. The cause of the fire, though not accurately known, is believed to have been incendiarism.—*Japan Mail*.

THE DEPARTURE OF MR. WODEHOUSE.

The Hon. H. E. Wodehouse, C.M.G., left the colony for good on 6th April by the C. P. steamer *Empress of China*, having retired from the public service. Mr. Wodehouse came out as a cadet in 1867 and has seen service in acting or substantive appointments in most of the Government departments. Since 1881 he has been Police Magistrate and Coroner, and in that, as in all the previous offices he filled, he has given his whole hearted service to his duties and has earned the respect of every one, even the lawyers, notwithstanding their frequent complaints that they had great difficulty in making him see their points when arguing before him. In his earlier days Mr. Wodehouse was an active member of the Victoria Recreation Club and for some years acted as Secretary. He was a capable organiser and his services were requisitioned as Hon. Secretary to the Hongkong Commission in connection with the Indian and Colonial Exhibition, for which he received the distinction of C.M.G. He was also Hon. Secretary of the Committee which had charge of the arrangements for celebrating the Colony's Jubilee in 1891. Mr. Wodehouse, we may also mention, is the inventor of the fire dispatch box used by the Fire Brigade, which has been found useful in extinguishing incipient fires. We wish Mr. Wodehouse a speedy recovery from the effects of his recent illness and many years of health win him to enjoy his well earned pension.

FAREWELL SPEECHES AT THE MAGISTRACY.

At the request of Hon. H. E. Wodehouse, C.M.G., the European members of the Hongkong Police Force assembled at the Magistracy on Monday afternoon 4th April to take part in a farewell ceremony.

Mr. Wodehouse referred to the important duties of the Police in their conduct towards the Chinese population. He said the police were the real exponents of British rule. Magistrates administered the law and the Police, as the executive officers, were the exponents of the law with which the Chinese more especially came into contact. The position occupied by the Magistrates and the police were not the highest positions, and yet they were the officers who more especially came into close contact with the Chinese, and hence it was more important that they should impress upon the Chinese the equity and purity of British rule. During his occupancy of the Bench he had always found the Police Inspectors willing to come to him in all questions, and wherever he had been doubtful as to whether he could do justice to a case or not he invariably asked the Inspectors their opinion of the case, as by their contact with both sides of the case they would be in a position to judge of its merits, and he believed with the assistance thus rendered by the Inspectors, justice was done in the case. Referring to the unfortunate occurrences of last year he hoped that now the matter had been settled it would be the last affair of the kind in the Police Force. They must remember that though a constable's pay was small he occupied a most honourable position, and while they discharged their duties faithfully and did not fall into temptation they were doing a great service towards the community in general. It was their duty to enforce the municipal and other regulations. He need not say he had his own views of how those regulations should be enforced, but he knew that in their present Captain Superintendent of Police they had one who had ordered the enforcement of these regulations with due tact and regard to Chinese thoughts and ideas, and those officers who had been promoted to take the place of those who had gone would, he felt sure, in every way justify the choice of the Captain Superintendent of Police, and do their duty fearlessly and honestly. In conclusion, Mr. Wodehouse, who was deeply affected, said he was extremely sorry to have to bid them good-bye. He hoped the few remarks he had made would be given due consideration and that those whom he had addressed would benefit from them.

Chief-Inspector Mackie, replying on behalf of the members of the Police Force, thanked Mr. Wodehouse for his kind words. He added that as Police Magistrate Mr. Wodehouse had

been more intimately connected with the Police Force than any other official in the Government service outside the Force. He had always taken a great interest in everything connected with the Force, and had rendered kind assistance to the Force in his official capacity. Mr. Wodehouse had always been considerate and willing to assist the Police in sifting evidence in difficult cases, and they were all very sorry that on account of ill-health he had been compelled to resign from the high position he had so long and ably filled. He wished him good-bye, a pleasant voyage home, and renewed health and long life to enjoy his pension in the old country. (Applause).

PRESENTATION FROM THE CHINESE.

Yesterday afternoon a large number of Chinese gentlemen assembled in the second court of Police for the purpose of presenting an address from the Chinese community.

Mr. Fung Wa Chuen, who acted as spokesman, said—Mr. Wodehouse, Sir, I have a duty to perform to-day which at once affords me pleasure and regret—pleasure in the fact that I am now conveying to you the good-will and esteem of my countrymen in Hongkong, and regret that we are parting from one for whom we have the highest regard and respect (hear, hear, and applause). The way in which you have carried out your onerous duties stamp you as a just and upright magistrate, knowing neither fear nor favour, and your fine judgment has ever stood you in good stead in dealing with the cases that came before you. The Chinese, from the highest to the humblest, always knew they would have full consideration and a patient hearing from you, and they desire now to express their good feeling towards you and to ask your acceptance of the following address, which I shall now read:—

FAREWELL ADDRESS.

To The Hon. Henry Ernest Wodehouse, C.M.G., from the Chinese Community of Hongkong.

Hongkong, 5th April, 1898.

SIR,—

In view of your approaching departure from the colony, we, the undersigned, representatives of the Chinese Community of Hongkong, desire to mark our very hearty appreciation of the manner in which, for so many years, you discharged the duties of the office of Chief Police Magistrate of the colony. Those duties we know were ever arduous, difficult, and highly responsible, but you brought to them a tact and a knowledge of law and human nature that admirably fitted you for the satisfactory carrying out thereof.

Magisterial functions in a colony like this must be beset with many difficulties, but your kindly consideration and patience, and your strong and earnest desire for the proper administration of justice to all classes, rich and poor alike, have made you very many friends amongst our countrymen.

As a just and thoroughly conscientious and humane gentleman we shall always remember you with the kindest of thoughts. Not alone in the Magisterial Office, but in the Government of the colony you have rendered valuable service as Colonial Treasurer, Acting Colonial Secretary, Coroner, and Superintendent of the Hongkong Fire Brigade, and it is no idle thing when we say we deeply regret your departure. We ask your acceptance of this address and trust that it will always call to your mind the respect and esteem with which you are regarded by the native residents of this distant isle in the Far East.

In conclusion, Sir, we beg to assure you of our most cordial good wishes for yourself, Mrs. Wodehouse and family. We trust that all prosperity and happiness may be yours, and that you may long be spared to enjoy the reward your services here have so well earned.—We have the honour to be, sir, yours most truly,

(Here follow about 300 signatures.)

Mr. Fung Wa Chuen (continuing)—I have now much pleasure in handing you this address, to which there is appended over 300 signatures.

Mr. Wodehouse, in reply, said—Mr. Fung Wa Chuen and gentlemen, I do not know of anything that could have given me greater pleasure than to receive this address from your hands at the close of my term of office in this colony. As you say, for a long time—for many years past—I have been connected with the ad-

ministration of justice in this colony, and you well point out the difficulties there are connected with the performance of those duties. I am painfully aware how strange some of our laws and regulations must be to a community like the Chinese, who have been brought up under a different state of things and under different auspices. Nothing that you could have done could have given me greater pleasure than the presentation of this address, coming, as you say it does, from the representative portion of the Chinese community. I am exceedingly grateful to you for your address and shall value it most highly. It is most kind of you to express your sense of satisfaction with the way in which the Magistrates here discharge their duties. I can assure you that we who occupy this Bench in the administration of justice—one and all—are anxious to do our duty. (Applause). As you are doubtless aware, the terms of the oath of office which we take are that we shall bear no favour, good-will, or affection, but that in everything we shall be actuated strictly by a sense of duty and a sense of impartiality. I am afraid the decisions of the Magistrates may appear strange and erroneous at times, but I hope you will believe that if mistakes are made, it is not from any intention of doing injustice but through an incomplete knowledge of the circumstances with which they have to deal. I was yesterday saying a few words of farewell to the police in this colony, and I pointed out to them that British rule in this colony deals most closely with the Chinese population through the Police and the Magistracy. At every point of your lives they touch you in some way or other. If you have complaints to make against others of the community, it is to the Magistrates you apply; and if you have assistance to obtain, it is to the police that you refer. I believe that the Magistracy have always been very harmonious, and it is a pleasure to me, in the presence of the Chinese that now come forward to say farewell to me,—it is a pleasure to me to express my gratitude to the Police for the able and conscientious assistance they have always given to the Magistrate. (Applause). I am glad to think that it is not often incumbent upon you, gentlemen, to put in an appearance at the Magistracy, but if you had occasion to do so you would always find that the Inspectors, sergeants and members of the Police Force generally cordially co-operate with the Magistrate and assist him to perform his duty and to render justice. It is very important indeed, with so large a portion of the community here composed of Chinese, that the greatest confidence should exist between that community and the Magistrates and the police, and in what you have said to me to-day I regard it as a compliment expressed not only to myself but to those who have so ably assisted me during the time I have been here. (Applause). I may also take it, I think, that although our laws may appear strange to you and although you may be in ignorance of some of them, and although they are multifarious and touch, in some instances, on what you consider private and domestic affairs, yet, at the same time, the general result is that you entertain a sincere respect and regard for the institution under which we live. You enjoy liberty here, and, so far as we are able to give it to you, I hope you enjoy justice. (Applause). All the Magistrates, including myself, have ever made it our anxious effort to make no distinction between one nationality and another (hear, hear); and we are most desirous, whoever the complainant may be, whether European or Chinese, or whoever the defendant may be, whether Chinese or European, that the decisions may be not in accordance with what either party wishes but in accordance with what the justice of the case requires. (Applause). As I have said this address of yours to me, as far as I am personally concerned, far exceeds my merits and what I deserve, and yet, at the same time, I am deeply grateful to you for having thought of me in this way. There is no parting gift I shall treasure so much, as that you have presented to me to-day, because it is a kind of justification or appreciation of the poor but honest attempts I have made to do justly amongst yourselves and to deal impartially with all of you. With these few words, I wish you farewell, and I am most happy to have been the recipient of this address at your hands.

Mr. Fung Wa Chuen—An occasion like this should not be allowed to terminate without three hearty cheers for Mr. Wodehouse, Mrs. Wodehouse and family. We are rather near the Magistrate (Capt. Hastings was hearing a case in the adjoining Court), but I hope he will forgive us.

Three hearty cheers having been given, Mr. Wodehouse said—Thank you, gentlemen. Will you allow me to say, on behalf of Mrs. Wodehouse, that she will be equally grateful and pleased to hear of these proceedings to-day of which I will duly acquaint her. She has spent some years in this colony, and always looks back to the place with the fondest recollection. I am very much obliged to you, gentlemen, for your attendance.

At the close, Mr. Wodehouse shook hands with the whole of the gentlemen present, and was deeply affected at bidding them farewell.

FURTHER PRESENTATIONS.

As reported in our issue of 6th April, the Hon. H. E. Wodehouse, C.M.G., who has retired from the public service after a long and successful career, was on Monday the recipient of an address from the Chinese community of Hongkong marking their very hearty appreciation of the manner in which he had performed his duties, and on Wednesday another interesting little function was witnessed at the Magistracy, the Magistracy staff presenting him and Mrs. Wodehouse with tokens of their good feeling. The souvenirs for Mr. Wodehouse consisted of a magnificent and beautifully chased silver bowl of dragon and bamboo pattern and an address and that for Mrs. Wodehouse of a gold brooch of an exceedingly pretty pattern and bearing the apt inscription in Chinese characters, "Fuk shau," that is "Happiness and longevity."

Mr. NG QWAI SHANG said—Being one of the oldest officers in this department, I have been requested to say a few words of farewell to you on behalf of the officers, past and present, who have had the honour of serving under you in this Magistracy. It was with the greatest regret that we first learned that you had been compelled to retire from the Bench on account of ill-health, and we could not let the occasion pass by without expressing the profound respect and esteem in which we hold you. The most important and responsible post of Police Magistrate has been held by you for the past 17 years, and you have administered justice to the Chinese population in this colony without fear, favour, or illwill. Being well acquainted with the manners and customs of the Chinese you have justly, honestly, and faithfully discharged your duties not only to the satisfaction of the Government but to the public at large. I am also asked to say that we, the officers of this department, past and present, wish to express our heartfelt thanks to you for the kindness and courtesy we have received at your hands. I hope, sir, that the occasion will not only remind you of us, but of this colony, where you have spent the best part of your life. We wish you good bye and a pleasant voyage, and pray you will be spared by Almighty God to long enjoy the pension you so well deserve. (Applause.)

Mr. WODEHOUSE, in replying, said—Mr. Ng Qwai Shang and gentlemen, I am extremely grateful for the kind way in which you have taken notice of my approaching departure. I can assure you it is a matter of the deepest regret to me to retire from a service in which I have served for a considerable period—for 31 years—and in which I have spent so many pleasant times. The greater part of that service has been spent in connection with the Police Force. For the last 17 years I have served as Police Magistrate, with you and others as my clerical staff. It is my duty to thank you most heartily for the attention you have given to your duties. You have materially assisted the Magistrate in his work. I know of no staff that could have more ably and more intelligently and more dutifully done their work than those with whom it has been my privilege to serve in this department. As for Mr. Ng Qwai Shang and his brother, Mr. George Ng Fuk Shang, they are in a way my brothers, as it were. That is to say they were introduced into this service by me, and I have served with them ever since. Others with whom I have served, too, have given me the greatest assistance. I must specially mention the name of my interpreter.

I regard him as a genius. He can turn from one language to another with the same facility that a driver can turn his vehicle, either to the right or to the left. He can turn from Hindustani to Chinese and from Chinese to Hindustani and from both to English with most wonderful facility and in a way which does his abilities the greatest credit. I am deeply indebted to Mr. Ng Qwai Shang for the kind way in which he has referred to the time during which we have been together. I am sincere in thinking that the terms in which he has so kindly spoken of me were sincere. I know so well what my own feelings have been with regard to you that I know that they must be reciprocal, and I know how anxious I have been to have no differences in the department and that we should all work harmoniously for the good of the service. I am sure the terms in which you have spoken of me are felt to be the feelings of your own hearts. I am sorry that this is really—as it is—the last occasion on which we shall meet, and as you have asked me to accept your good wishes I trust you will also accept from me my very best thanks to each of you for the very kind way in which you have discharged your duties here. You have discharged them with intelligence and with zeal. From the first to last I have had no complaint to make of anybody. It is a matter of regret to me that the first clerk, with whom you have been associated for so long, is now away, and is unable to be here to hear me testify to his good qualities. I am sure that if he had been here he would have been glad to have joined with you in wishing me good-bye. The first clerk occupies a very responsible post, one that requires great intelligence and great tact and ability and business capacity. Mr. Arthur has filled that post for a great many years, and from the intimate connection in which you have been thrown with him, I have been able to see that owing to his tact and discretion the harmonious working of the department has been very greatly facilitated. You have now an old and tried servant in Mr. Duggan, who has gained his laurels in the Police Force, and I am sure you will find him equally ready to meet your wishes and to consider your wants and serve with you to the credit of the department. I hope you will all of you be spared to enjoy long life and good health. I wish all of you an honourable, a useful, and a prosperous career. I am extremely obliged to you for your attendance here to-day. (Applause.)

Mr. DUGGAN said—Mr. Wodehouse. Having been so short a time in the department I thought it best to allow Mr. Ng Qwai Shang to introduce the remarks to you; but now I have a pleasant duty to perform. I will ask your acceptance of a slight souvenir from the Magistracy staff, past and present, and a few friends who have known you in connection with your Magisterial duties. They hope it will be accepted by you as a pledge of the esteem and respect in which they have always held you. I hope you may long be spared to remember the very pleasant time—for it must have been pleasant where all have worked together so harmoniously—we have spent together. We would also ask Mrs. Wodehouse's acceptance of this brooch from the clerical staff. It is small in itself, but it bears upon it in Chinese characters "Fuk shau," that is "Happiness and longevity." It is the earnest wish of all present that happiness and long years may be the portion of you and your family. (Applause.)

Mr. WODEHOUSE—Mr. Duggan and gentlemen. It is really too good of you to have thought of remembering us in this way. Both my wife and I are only too happy to accept these very pretty and tasteful mementoes of the time we have spent here. I am sure my wife will be delighted to accept this little souvenir from you and as for your present to me, I think it is going far beyond anything I have deserved to have obtained such a very handsome souvenir from you. I accept what you have given to me with the greatest pleasure. I am very much obliged to you. (Applause.)

Mr. DUGGAN—Mr. Wodehouse. We propose presenting you with an address signed by the present staff and others who have served with you, and we will ask your acceptance of it when you arrive in England. The time has not availed us to draw it up in the satisfactory

manner, and we will ask you to allow us to forward it to you.

Mr. WODEHOUSE—Mr. Duggan and gentlemen. You are most kind, and I shall have the greatest pleasure in receiving this address whenever you think it proper to present it. (Applause.)

The proceedings then terminated, Mr. Wodehouse cordially shaking hands with the company as they left the room.

SPECIAL LICENSING SESSIONS.

AN APPLICATION REFUSED.

On Tuesday a special sessions of the Justices of the Peace was held in the Justices' Room at the Magistracy for the purpose of considering applications from (1) James William Osborne for the transfer of his publican's licence to sell and retail intoxicating liquors on the premises situate at Shauiwan Road, under the sign of "The Bay View Hotel," to one Henry Williams; (2) Luiz M. Lobo for the transfer of his publican's licence to sell and retail intoxicating liquors on the premises situate at Elgin Road, British Kowloon, under the sign of "The Kowloon Hotel," to one James William Osborne; (3) Arthur Henry Harper for a publican's licence to sell and retail intoxicating liquors on the premises situate at Nos. 242 and 244, Queen's Road Central, under the sign of "The Sportsman's Arms."

Commander W. C. H. Hastings presided, and there were also present the Rev. R. F. Cobbold, Mr. C. Vivian Ladds, Mr. E. W. Mitchell, Mr. C. W. Duggan, and Inspector Mackie, representing the Police.

There was no objection to the first and second applications, but with regard to the third

Mr. Ladds said he should like to object to this license being granted. There were quite enough in this place already. He knew that the application was made in another name and all that sort of thing, but it would mean the same people.

Mr. Bowley, who appeared for Mr. Harper, said that this application had no connection with Hock Goon whatever. He was informed that the latter had left the premises altogether, and removed to the other end of Queen's Road West and could have no possible connection with Mr. Harper. The Police had full information on the matter. They knew Mr. Harper had agreed to take the place and the premises from the owner, and that he had no connection whatever with Hock Goon. Mr. Harper bore an excellent character, and was the sort of man who should hold a license in Hongkong. He was an Englishman, he had been in the Royal Navy for a number of years, and his character had always been excellent. He had been manager of the Stag Hotel for a year and a half. This was not an application for a new license, but for the transfer of a license which had been in existence for a great number of years. He could not see what ground there could be for refusing the license and depriving the owner of the property of what must be a valuable asset in the way of rent. He believed there was one house in Hongkong at present closed—the "Traveller's Hotel"—and therefore the licences in Hongkong were reduced by one.

The Justices considered their decision in private, ultimately announcing that they had decided not to grant the application.

THE PLAGUE.

In reference to the remarks made in a recent issue as to the necessity of the medical inspection of passengers arriving from Swatow, we learn that inspection has been in force since the 9th February last, but Swatow was not declared an infected port because although plague existed at a town some thirty miles away Swatow itself was at that time believed to be free of the disease.

With reference to the reported existence of plague at Macao and the remarks made upon it at the meeting of the Sanitary Board on 31st March, our Macao correspondent writes flatly contradicting the report. He says that a great dread of plague exists at Macao, that if a single case occurred the number would be magnified to ten, and that if the disease was known to have appeared in one house there would be a large exodus from the street and many houses would be vacated, but at present people move freely all

over the city without fear. Our correspondent cannot believe that any case could have occurred without its being at once known all over the colony. If any did occur he says the people would much rather remain in Macao than fly to Hongkong, because the measures taken by the Government of Macao are much milder and less oppressive than those adopted by the authorities in Hongkong. In fact, he says, Macao has much more to fear from Hongkong than Hongkong from Macao. Medical inspection of arrivals from Hongkong was established at Macao a month ago. Some cases of small pox have occurred, but they have been of a mild type.

With all respect to our correspondent, his opinion founded upon inference and deduction cannot weigh against the positive evidence of Dr. Atkinson, Principal Civil Medical Officer, who at the Sanitary Board meeting stated that he had himself seen two cases of plague in a hospital at Macao.

During the last few days the existence of plague at Canton has been demonstrated.

We hear that Dr. Atkinson, Principal Civil Medical Officer, left for Macao on Sunday and from there will proceed to Canton.

During the week ended the 2nd April the number of cases of plague reported was 45 and the number of deaths 40, making the total number since the 1st January 232 cases and 200 deaths. For the twenty-four hours ended at noon on the 3rd April the number of new cases was 10 and of deaths 10; 4th April, 9 cases and 10 deaths; 5th April, 16 cases and 10 deaths; 6th April, 19 cases and 13 deaths; 7th April, 14 cases and 13 deaths.

THE DISCOVERY OF THE SEA-ROUTE TO INDIA.

BY F. MONTALTO DE JESUS.

As armas e os varões assinalados
Que da ocidental praia lusitana
Por mares nunca d'antes navegados
Passaram inda além da Taprobana.
"Lusiadas."

Four centuries ago Vasco da Gama landed at Calicut, having successfully accomplished the voyage from Lisbon to India. The object of the numerous expeditions which had commenced with the initiative of Prince Henry the Navigator was at last attained. It was destined that the great discovery should be made, not by a powerful nation that commanded great fleets and large armies, but by a little kingdom that was scarcely discernible on the map of Europe, and whose population never reached 3,000,000. The Portuguese were, however, in other respects eminently qualified to undertake the daring enterprise which they carried to such a successful issue. Their constant wars with the Moors, both in Europe and in Morocco, had made them a nation of soldiers; their frequent expeditions in search of new lands had inured them to the hardships and perils of the sea; they had unbounded faith in their own strength, and they atoned for the smallness of their numbers by the indomitable courage and tenacity of purpose which characterised them in those days. The idea of reaching India by circumnavigating Africa was deeply rooted in their minds. They had equipped squadron after squadron in search of the route, but on the accession of King Emmanuel they had not gone beyond Algoa Bay. The discovery of America by Columbus, however, stimulated them to greater efforts towards the accomplishment of the project which they had so long nourished and so often attempted in vain.

Three ships, of a little over one hundred tons each, that had been built in the time of John II., were now equipped for another expedition. Who was the man to whom he should entrust the command of the expedition, was a problem that sorely troubled the mind of Emmanuel. From a window in the palace he could see the *San Rafael* rocking on the blue waters of the Tagus. Who would carry the ship across the Atlantic, past the Cape of Good Hope, where storms were so frequent, across seas unknown and never ploughed before, still farther towards the gorgeous East, whose fabulous riches he coveted, to the land whose dusky tribes peopled his dreams? Gaspar Correa, in the "Lendas da India," relates that whilst these thoughts were fleeting across the King's mind, Vasco da Gama entered the room. The King, who firmly

believed in the interposition of providence in human affairs, was strangely affected by his appearance at such an opportune moment. He was convinced that it was the will of Heaven that he should employ this man for the arduous enterprise which he was about to undertake, and he appointed Vasco da Gama admiral of the fleet. And so it came to pass that Vasco da Gama commanded the expedition that resulted in such splendid achievements, that was destined to explode so many absurd theories respecting the limits of the earth—theories circumscribing, at the same time, the limits of human knowledge and human aspirations—that struck, in Asia, a terrific blow at the growing Moslem power and checked its advance, while in Europe kings and princes forgot their own feuds in a common endeavour to extirpate the enemy of the religion of Christ.

The fleet sailed from Lisbon on the 25th of March, 1497, and made its way to the Cape Verde islands. Thence the course of the ships was directed towards the Cape of Good Hope, which was then the boundary of navigation. They encountered terrific storms at the Cape, which they doubled, it is stated, without having seen it. Nor was the fury of the elements the only obstacle they had to contend with. The inclemency of the weather and the privations which they had suffered made the crew desperate. They clamoured to be allowed to return to Portugal; they said they were drifting to certain destruction; the unknown seas they were crossing led only to the gates of Hell, where Satan was lying in wait for them; their superstitious minds conjured up all sorts of supernatural visions, and they supplicated Vasco da Gama, with tears in their eyes, to desist from prosecuting a voyage which could only end in disaster.

Vasco da Gama spoke kindly to them. He pointed out to them that their fears were groundless, that they would fail in their duty to the King if they returned to Portugal without an errand from the country they had been sent to discover; besides, he had sworn when he left Portugal that he would not retrace a single step that he should take in the direction of India. The men, however, were not satisfied; they renewed their demands; they whispered to themselves that Vasco da Gama was one man, and they were many, and they concerted plans to coerce him to tack to. When he saw that soft words and good advice were alike unavailing, he threatened the crew to drag them along to India by the beard, and to throw overboard the first man who dared to speak of returning to Portugal. This did not intimidate the crew. They were willing, they said, to risk their lives in the service of the King, but they would not endanger their souls in a foolhardy undertaking; besides, if they returned to Portugal, the King would forgive them, if he only knew of the hardships they had undergone; at all events, if they had to die, it was preferable to face death in their own country, near their wives and children, rather than perish in these monstrous seas, their bodies to be the food for fishes, and their souls damned for ever.

Happily for them, and for Portugal, Vasco da Gama was not the man to be intimidated by the threats of foolish children afraid of a ghost. He gave out to the men that he was willing to comply with their demands, provided they gave him a written document, stating that in view of the deplorable circumstances they were in it was impossible to continue the voyage. The crew were overjoyed at this unexpected *dénouement*. They had expected to face the anger of Vasco da Gama, and they found him amenable to reason. They eagerly followed him to his cabin, but, no sooner had they done so, than they were arrested, and put in irons. Gaspar Correa, the inimitable chronicler of the events which took place in India during the Portuguese rule, puts the following words in the mouth of Vasco da Gama on that memorable occasion: "Henceforth, men," he said, "you have neither captain nor pilot; our only pilot is God, and he shall lead us where he wills, but it is not for Portugal that we are bound." His firm attitude during this crisis effectually repressed all further attempts at mutiny, and contrasted strongly with the attitude of Columbus on an analogous occasion. The latter, when he found that he could not control his insubordinate crew, who were fully determined not to allow the great navigator to proceed further on his voyage, tried to allure

them with visions of the untold wealth that would be theirs when they reached land; he exhorted them to patience, and finally he entreated them to grant him three days' grace, on the expiration of which, if land was not sighted, he would return to Spain. Although this concession was merely a ruse to gain time, because Columbus had seen infallible signs of the near proximity of land, still, if the verdant fields of San Salvador had not met the gaze of his crew on the last day, the famous voyage would have been undertaken in vain.

The weather calmed down shortly after they had doubled the formidable Cape; the force of the wind, which blew with hurricane violence, had now abated, and the mountainous waves no longer threatened to submerge the frail vessels. Each night as it passed into day revived the spirits of the crew, who were now confident that they were approaching the goal for which they had set out. On Christmas day they sighted land, which was appropriately named "Terra de Natal." They resumed the voyage, and crept along the south east coast of Africa. Having reached the mouth of a large river they cast anchor, in order to repair the weather-beaten ships. One of the vessels was found to be so badly damaged that it was necessary to break her up, and the crew were divided between the two remaining ships. Mozambique, Quiloa, and Mombassa were successively reached. On the way they picked up a Moorish broker, Davané by name, who proved of invaluable help to the Portuguese by his intelligence and, above all, by his fidelity. Steering onwards, they reached Melinde, where they exchanged courtesies with the King, who supplied them with the two best pilots that he could obtain.

Vasco da Gama was now certain that he was on the way to India. He sailed across the Indian Ocean, and on the 20th of May, 1498, he anchored his ships before the city of Calicut, having successfully accomplished one of the most difficult voyages that have ever been undertaken. His energy, his intrepidity, and his firmness of purpose amidst all the dangers that surrounded him, enabled him to succeed where his predecessors had failed. When he reached India, and when the minarets and stately edifices of Calicut rose in view like the vision of an enchanted land, he must have felt a thrill of pride in the consciousness of being able to bring to his King, aptly surnamed the fortunate, the tidings of the glorious discovery he had made, after so many perils braved, and so many obstacles overcome.

During his stay at Calicut, events shaped themselves in a way that left no doubt in the mind of Vasco da Gama as to the treacherous character of the people among whom he had come. At Quiloa and Mombassa his ships had been nearly wrecked, at the instigation of the Moors, by the pilots who had been sent on board for the purpose of navigating the ships on rocks. At Calicut the same causes were at work.

The policy of the Portuguese at this period was essentially one of conciliation. In order to ingratiate themselves with the natives, they allowed themselves to be robbed in all their commercial transactions. Thus, in their first attempt to load their ships, they obtained "ginger, which was heavily loaded with red clay, and cinnamon which was old, of a bad quality, and quite unserviceable." They paid exorbitant prices for these goods. But the profuse liberality which they displayed admirably served the purpose for which it was intended. It excited the cupidity of the Zamorin, who was favourably disposed towards the Portuguese, and inclined to enter into trade relations with a people who showed such great disregard of the value and weight of the commodities which they purchased. He sent a message to Vasco da Gama desiring him to visit him at the palace. Davané, the broker whom they had picked up at Mozambique, strongly dissuaded the Portuguese from landing at Calicut without having obtained hostages from the Zamorin. His Majesty assented to these conditions, and sent three Nairs on board the Portuguese vessels. Vasco da Gama thereupon landed in state, and was received in audience by the King, to whom he delivered the letter he brought with him from the King of Portugal expressing a desire that the Portuguese might be allowed to trade in the country.

The Moors in the meantime had not been idle. They had seen with consternation the arrival

of the Portuguese ships. They quickly discerned that these vessels would be followed by others, with corresponding disadvantages to the trade, the monopoly of which they had so long enjoyed, and which enriched every country through which it passed. At the time of the first Portuguese expedition the entire trade of India was centred in the hands of the Moors. The products of India, and of the Spice Islands, were carried through the Persian Gulf or the Red Sea to Aleppo and the other ports in the Levant, and to Suez and Alexandria. From these centres, Venetian ships carried the goods to Venice, and thence they distributed them throughout Europe. The Moors could not view with equanimity the arrival of the Portuguese in India. They foresaw the ruin of their own trade, if their new rivals were to establish a direct sea-route from Europe to India, which would divert the bulk of the trade to Lisbon, and they tried to avert the impending doom by driving the Portuguese out of the country. They intrigued with the Zamorin, they bribed his officials, they pointed to him that the object of the Portuguese was not to establish trade relations with his kingdom; they were enemies who came to spy the country in order to conquer and to plunder it. They inveigled Vasco da Gama into the outskirts of the city, where he was detained, and where he was, practically, a prisoner in their hands. In the meantime, Paulo da Gama felt great anxiety as to the fate of his brother. A council was held on board the Portuguese vessels at which it was resolved that when all other means had failed to obtain the freedom of Vasco da Gama and his companions, they would bombard the town. This news was quickly brought by the Moors to the Zamorin, who was at last prevailed upon, in retaliation, to allow his subjects to kill Vasco da Gama and all the Portuguese who had landed with him. How that fell purpose was not executed remains a mystery. We do not rely on the theory that Vasco da Gama obtained his freedom owing to the intercession of the Nairs whom the Portuguese had liberated. One of the Nairs was the nephew of the "gazil," whom the Moors had bribed, in order the compass the destruction of the Portuguese. We are disposed to think that the clemency of the Zamorin was due to fear, the same sort of paralysing fear that allowed Montezuma, the ruler of a great empire, to be arrested and imprisoned in the heart of his capital, at noonday, by a handful of Spaniards whom he could have crushed by the sheer weight of numbers alone.

While he was detained at Calicut, Vasco da Gama showed that if he could be brave and bold almost to rashness, he could also be prudent when circumstances required. "Suffrir y calar" were the words whispered to him by the Castilian whom he met at Calicut, and he acted on that advice with characteristic determination. No provocation, and no injury, and he was subjected to many, could rouse his temper, or make him, for a single moment, deviate from his line of conduct. It was only when he was safe on board his vessel that he uttered the ominous threat that he would come back to India for love of the Moors. The instances we have quoted of their dishonesty and treachery were not calculated to favourably dispose Vasco da Gama towards them, and afford a clue to the vengeance that he wreaked upon them when he returned to India in 1502.

If the humane ideas of nineteenth century civilisation do not entirely exonerate him from blame in connection with the cruelties that he perpetrated on that occasion, public opinion, nevertheless, will not condemn him without taking into consideration the splendid services that he rendered to his country, and to the cause of humanity, and without looking at the vast array of facts that can be cited in his defence. His acts were typical of the age in which he lived; hatred of the Moors, whom they had succeeded in driving out of the Peninsula after a struggle of centuries, was ingrained in the Portuguese character; the religious zeal which inflamed the European nations in those days was an impassable barrier between the followers of Christ and the disciples of Mahommed. Finally, the Christians of those days, and the Crusaders of a period not far remote, saw in every infidel, not only a dissenter from their views, but a loathsome object, whom they were in duty bound to tread upon and to exterminate.

His mission was now at an end, and there remained nothing for him to do but to return to Portugal, where news of the fleet was eagerly waited for. Duty, so faithfully and so nobly performed, could not fail to obtain its due recompense, and King Emmanuel conferred upon Vasco da Gama the title of "Dom" an honour which was seldom bestowed in those days. But what, to a true patriot like him, must have been of far greater value than the favour of his Sovereign, was the spectacle of his nation raised, by his discoveries, to the highest pinnacle of fame.

REVIEWS.

From Tonkin to India by the Sources of the Irawadi. January '95-January '96. By PRINCE HENRI D'ORLEANS. Translated by Hamley Bent, M.A. Illustrated by G. Vuillier. London: Methuen & Co. 1898. (Hongkong: Kelly & Walsh, Limited.)

ADIRABLY printed in large type and on good paper and profusely illustrated, the brightness of the Prince's narrative is enhanced by the application of all the resources of technical skill and good taste on the mechanical side. Illustrations adorn almost every page.

On the 13th September, 1895, M. de Grandmaison and the Prince, having just returned from travelling in Madagascar, picked up M. Roux at Aden, where he had arrived direct from France. M. Roux was a naval lieutenant who had obtained leave of absence in order to accompany the Prince on his journey. From Aden they travelled eastward by the steamer *Saghalien*. "After a month or so in Cochin-China and Cambodia, in the provinces of Battambang and Angkor, and in Annam, we were to make Tonkin our base of departure. Skirting the northern or Chinese boundary of Tonkin and the Laotian States, we would endeavour to strike the Mekong at the point where it enters Indo-China—that is to say, not far from the point where Garnier quitted it. Thence we should follow the valley of the river, keeping as near as possible to its stream in order to determine its undefined course in China. Our highest goal was to be Tsekou on the frontier of Tibet. Above Tsekou the Mekong is known through the labours of missionaries. We should call at Talifu, the chief western mart of Yunnan. And for our homeward route we would make the attempt to march due west." Unfortunately, before the final rendezvous M. de Grandmaison, who came up to Hongkong while his companions were visiting Hué, died here. The Prince and M. Roux decided to carry out the original project of the three, but while preparing for the start they were joined by M. Briffaud, one of the older Tonkin colonists, who was on the point of returning to France, but who, "being a pioneer at heart, was attracted by our enterprise, and asked to be allowed to join us as a volunteer." The expedition thus constituted set out from Hanoi on the 26th January, 1895, and, after eleven months of hard travelling, they reached Sadiga on the Brahmaputra, having followed the bold course they laid out for themselves at the start. The journey was attended with a good deal of adventure and difficulty, but the explorers, the Prince at all events, always made the best of things, and seem never to have lost the sense of pleasure in their work. A good deal of interesting information is given as to the various tribes with which the journey brought the travellers in contact, and the book is a valuable addition to the geographical literature of Asia.

Prince Henri has a great admiration of England's genius for commercial development, coupled with a curious petulant jealousy which leads him to strange conclusions. To English readers of his book the references to England will frequently give rise to a smile. In his description of Khamti, a remote plain half-way between Tsekou and Assam, he writes:—"Indeed, nothing would appear to be lacking to the happiness of the people of Khamti. Only beware, you light-hearted folk, you are perilously close to the British leopard. His appetite is enormous: sooner or later, be it from the mountains of Assam, or from the South, he will place his paw upon you and bring you under his 'dominion.' There is no escape for you, ruler of Khamti! King Theebaw's lot awaits you unless you give in your allegiance."

to the Empire of India. If you do this, you may perhaps retain your title, pleasures, and a shadow of authority; you will receive presents and become as one of the hired servants, but, dare to lift your head, and you will be smashed like a vase of which the pieces are thrown away and never spoken of again." Coming from a Frenchman animated by large ideas of French territorial aggrandisement in the Far East this is, perhaps, not singular—for all Frenchmen seem to entertain the same views regarding England—but it is certainly rather "cool." With a change of names the passage expresses exactly the ideas entertained by Frenchmen with regard to the countries bordering upon the French possessions in Indo-China and more particularly with reference to Siam, a country which they covet most ardently, not because they have any trade there to protect or develop, or any material interest in it, but simply from a thirst for domination and a desire to keep England out.

Prince Henri is a believer in the tapping of South-western China by railways. He says:—"I cannot too strongly insist on the danger there is of our playing the role of the hare to the English tortoise. Whilst writing these lines I have before me the last Report of the Royal Geographical Society, in which is marked by a dotted line the railway in course of construction from Mandalay to the frontier of China. The English have 275 miles in a straight line to traverse. We, who from Hanoi to Laokai have only 135 miles, or half as far,—what are we doing?" And in another passage he pursues the same line of thought as follows:—"Our neighbours, who know full well that railways are the means of real colonisation, think to establish a line running from Mandalay in the direction of Xien-hong (Kenghung). Nay more, the first rails have been laid. It imports us to retort to this new move of England with a similar one of our own; and to this end it is absolutely necessary for us also to have a railway penetrating China. We had had a long lead in the matter of position; but again I repeat, beware of the fable of the hare and the tortoise. It is impossible to forecast the future. But a moment may be predicted when the framework of China will fall to pieces, and then,—first come first served,—those that have the best perfected scheme of communication will win."

The accomplishment of the journey from Mengtze to Ssumao appears to have filled the Prince with lively satisfaction, inasmuch as he had succeeded where Englishmen had failed. "Hitherto," he writes, "we might congratulate ourselves: we had filled in the first portion of our work, and that in a country declared by the English to be impracticable. Colquhoun had written that notwithstanding the promise of his inception, he could not advance from Manhao by the right bank of the Songkoi; while, according to Bourne, the district which we had just traversed was without any means of communication. This statement is erroneous. Roads abound—the most insignificant village is connected with the one next to it."

In reference to the trade of Mengtze Prince Henri makes an error which shows that he is not so careful as he ought to be in repeating information conveyed to him. He says:—"The greater part of the merchandise is of English origin, and comes from Canton by Pose. The trade returns give a total of 2,105,200 taels, in which 'Tonkin unfortunately is only represented by 313,983 taels.'" These are the figures for 1894. Prince Henri's mistake lies in jumping to the conclusion that because the bulk of the trade was with Hongkong it followed the West River route, the fact being that the whole of the trade at Mengtze of which the Foreign Customs take note goes via Tonkin. Whether the trade from Hongkong for western Yunnan will continue to follow that route now that the West River is being opened to steam navigation and freed from the squeeze system that has hitherto obstructed trade is open to doubt and depends to a great extent upon the policy followed by the French. Mr. Carl, Commissioner of Customs, in his report on the trade of Mengtze for 1895 speaks of the increase of the trade notwithstanding the heavy transit dues in Tonkin as demonstrating the natural advantages of the Red River route. "However," he says, "it must be remembered that at pre-

sent there is almost no competition. Were the lekin stations along the West River abolished by the Chinese, or if transit passes from Canton were used along that route, the trade of Mengtze would certainly suffer, unless a more liberal policy was followed in Tonkin. Then, too, if a Custom-house is opened on the Burma-Yunnan frontier, and the present rate of transit charges continued in Tonkin, we may expect to see the trade of Mengtze diminish yearly."

The translator of Prince Henri's book, who has otherwise done his work well, has unfortunately followed the French spelling of the names of places. Shanghai is hardly recognisable as Chang-hai.

THE STRAITS INSURANCE CO., LIMITED.

The following is the fourteenth annual report for presentation to the shareholders at the twenty-first ordinary general meeting, to be held in the Company's Offices, Singapore, on the 12th April:—

To the shareholders of the Straits Insurance Company, Limited.

Gentlemen,—Your Directors beg to submit the annexed balance sheet for the year ended 31st December, 1897.

The accounts have been adjusted at the exchange of 2/0 per dollar.

1897. The Net Premiums for the year amount to \$742,669.56 (£74,266.19.1) on which claims have been settled up to 31st December last amounting to \$303,776.59 (£30,377.13.2). Commission and Expenses amount to \$219,719.52 (£21,971.19.0). The balance \$219,173.45 (£21,917.6.11) is carried forward.

1896. The settlements on account of 1896 and previous years amount to \$777,878.62 (£77,787.17.3). To meet the deficiency on this account, the sum of \$110,000 has been transferred from the reserve fund and reserve for exchange and investment fluctuation, and of this sum \$30,000 is carried to underwriting reserve to meet further claims on account of 1896 and previous years, the balance of \$347.66 carried to new profit and loss account.

Interest on Investments amounts to \$50,332.74 (£5,033.5.6).

DIRECTORS.

On their departure from the colony, Messrs. D. W. Lovell, P. C. Hoynck van Papendrecht, and Lee Cheng Yan resigned. Mr. W. Naef was appointed in the place of Mr. P. C. Hoynck van Papendrecht.

In accordance with the provisions of Clause No. 105 of this Company's Articles of Association, Mr. A. W. Stiven and Mr. W. Naef retire from the Board, but offer themselves for re-election.

AUDITORS.

In accordance with Clause No. 146 of the Company's Articles of Association Mr. J. Lyall and Mr. R. Dunman retire, but offer themselves for re-election.

T. C. BOGAARDT, }
T. S. THOMSON, } Directors.

Singapore, 28th March, 1898.

BALANCE SHEET, 31st DECEMBER, 1897.

Dr.	\$	c.
To capital fully subscribed, 30,000 shares at \$100	3,000,000.00	
To capital paid up	606,000.00	
To reserve for renewal of buildings	3,220.00	
To underwriting suspense account	30,000.00	
To balance of working account, 1897	219,173.45	
To balance of profit and loss account	347.66	
To unclaimed dividends	1,581.50	
To sundry creditors	37,094.06	
	\$891,416.67	
Cr.	\$	c.
By cash on current account with Banks, China, &c.	9,449.89	
By fixed deposits in Banks, Singapore	15,000.00	
By real estate owned by the Company, S'pore	116,880.68	
By mortgages of real estate, Singapore	170,000.00	
By municipal debentures, Singapore	70,000.00	
By Chinese Imperial Government loan E.....	14,293.97	
By agency balances and sundry debtors for premia	32,912.00	
By sundry debtors	8,868.55	
By branch and agency balances, London, &c.	83,375.61	
By cash on current account with Banks, London, &c.	45,689.83	
By fixed deposits with Banks, Australia, &c.	21,325.00	
By Government and municipal bonds and stock, Australia	15,400.00	

By freehold office premises, London	279,396.58
By remittances in transitu, London	276.52
By furniture and stock at head office and branches	9,535.66
By cash in hands of cashier	12.38

\$891,416.67

WORKING ACCOUNT, 1896.

Dr.	\$ c.
To net premiums from 1st January to 31st December, 1897, after deducting reinsurances and return premiums	742,669.56

\$742,669.56

Cr.	\$ c.
By head office charges	50,861.91
By branch and agency charges	135,321.93
By commissions	16,237.00
By losses and claims paid	303,776.59
By balance	219,173.48

\$742,669.56

PROFIT AND LOSS ACCOUNT.

Dr.	\$ c.
To balance at 31st December, 1896, profit and loss	\$31,466.55
Less dividend 5 per cent.	30,000.00

1,046.55

To balance of working account at 31st December, 1896	584,885.61
To interest on investments	50,332.74
To transfer fees	131.00
To exchange	36,421.03
To from reserve	10,000.00
To from reserve for exchange and investment fluctuations	100,000.00
To profit on investments realised	30,324.94

\$813,142.47

Cr.	\$ c.
By claims, re-insurances and return premiums paid on account 1896 and previous years ..	777,878.62
By property charges	2,426.29
By transfer to underwriting suspense to close 1896 account	30,000.00
By bad debts written off as irrecoverable ..	2,489.90
By balance	347.66

\$813,142.47

VICTORIA RECREATION CLUB.

FOURTH ANNUAL ATHLETIC MEETING.

A large number of people were attracted to the Happy Valley on Saturday afternoon, 2nd April by the football match between the combined team of the Kowloon Football Club and the 25th Company of the R.A. and the Regimental team and the fourth annual meeting of the Victoria Recreation Club, the former event taking place on the ground of the Hongkong Football Club and the latter on the Race Course. The weather could not have been more favourable, the heat of the day being tempered by a pleasant breeze. During the proceedings the band of the Hongkong Regiment played selections of music. The entries were not so numerous as last year, but all the same the different events lost none of their interest, whilst two or three of them were more interesting even than usual. The high jump, in which there were three competitors, was keenly contested. Peter Hyndman, who won last year and the year before, when his heights were 5 ft. 1 in. and 4 ft. 10 in. respectively, had again entered the lists, but both these heights were exceeded. On this occasion five feet was easily covered. The height was gradually raised to 5 feet 4 inches, when Lieut. Campbell failed. Lieut. Lloyd Thomas and P. Hyndman continued the competition until 5 feet 6 inches was reached. In the three jumps allowed by the conditions this height was not manœuvred, but in an extra jump Lloyd Thomas just managed to get over. The Tug-of-war was another exceedingly interesting event, the final being between H.M.S. *Immortalité* and the Royal Artillery. The teams seemed to be about equal in weight, but at first the Artillery were if anything the favourites. The sailors, who were barefoot, were, however, much better captained, with the result that whilst the combination of the Artillery was at times at fault that of the sailors was exceptionally good. In the first pull the Artillery on one or two occasions looked as if they were going to beat their opponents. The latter, however, stuck on, and after a very tough struggle secured the first draw, which was accomplished in 1.23½. The

sailors won the second pull easily. It only lasted 16½ seconds. Dr. J. M. Atkinson won the first prize in the veterans' race, Mr. N. MacDonald coming in second. The latter, who is the doctor's senior by 22 years, ran exceedingly well. He lead until within a very short distance of home, when the Doctor, putting on a spurt, passed him. F. H. Kew as a prize winner was well to the fore. For the third year in succession he beat all competitors in the long jump and again won the 440 yards flat race, the challenge cup presented by Mr. H. N. Mody now becoming his property. The half mile race open to soldiers, sailors, and police was won by a member of the Hongkong Regiment. The arrangements in connection with the sports were most excellent. No time was lost between the different heats and events, thanks to the exertions of the energetic Acting Hon. Secretary, Mr. W. Machell, who is worthy of special commendation for his attention to this point.

The following is a list of the patrons, &c.:—
Patrons.—His Excellency Major-General Wilsone Black, C.B., H.E. Vice-Admiral Sir Edward Hobart Seymour, K.C.B., Chief Justice Sir John W. Carrington, C.M.G., Commodore Swinton C. Holland, R.N., Colonel Henry Elsdale, R.E., Hon. R.D. Ormsby.

Committee.—Capt. W. C. H. Hastings, R.N., (Chairman), Dr. J. M. Atkinson, Mr. G. A. Caldwell, Lieut. P. G. Davies, R.A., Surg. Col. Eratt, P.M.O., Mr. R. K. Leigh, Lieut. W. A. Lethbridge, K.O.R., Lieut.-Col. the O'Gorman, D.A.A.G.A., Mr. Thos. H. Reid, Lieut.-Col. Rowlandson, K.O.R., Mr. E. D. Sanders, Mr. M. A. A. Souza.

Judges.—Dr. J. M. Atkinson, Capt. W. C. H. Hastings, R.N., Mr. W. Armstrong, Mr. R. K. Leigh.

Referee.—Hon. H. E. Wodehouse, C.M.G.
Handicappers.—Mr. W. Armstrong, Lieut. G. D. Campbell, H.K.R., Lieut. P. G. Davies, R.A., Mr. A. Denison, Mr. G. A. Caldwell.
Clerks of the Course.—Lieut. P. G. Davies, R.A., Mr. M. A. A. Souza, Mr. E. D. Sanders, Mr. T. F. Hough.

Starters.—Mr. G. A. Caldwell, Mr. A. Denison,
Time-keepers.—Mr. R. K. Leigh, Mr. E. Jones Hughes.

Hon. Treasurer.—Mr. W. Hutton Potts,
Acting Hon. Secretary.—Mr. W. Machell.

At the conclusion of the sports the prizes were presented by Mrs. Potts, in introducing whom Mr. Machell said he did not think the lack of entries was due to the absence of the fleet, but rather to the lack of the sporting feeling one would expect to find amongst the youth of Hongkong. He should like to see an improvement next year, or otherwise they could not expect the prize-givers to make such an excellent show as they had done this.

The following are the particulars of the different events:—

LONG JUMP; (three tries); prize presented by Messrs. David Sassoon, Sons & Co.

Entries:—Lieut. T. C. Lloyd Thomas, R.A., F. H. Kew, P. Hyndman.

F. H. Kew, 18.7 feet 1

P. Hyndman, 18.5 feet 2

Lt. Lloyd Thomas, R.A., 17.9 feet 3

F. H. Kew has won this event three years in succession. Distances—1896, 18.9 feet; 1897, 19.10 feet.

THROWING THE CRICKET BALL; (three tries); prize presented by Hongkong Cricket Club.

Entries:—J. M. Machado, Peter Hyndman, G. R. Vallings.

G. R. Vallings, 104 yards.

The same competitor won last year with 94½ yards.

PUTTING THE SHOT (16 lbs); winners at previous meetings at Hongkong and elsewhere to be penalised one foot. Prize presented.

Entries:—N. Lamont, Lt. K. G. Campbell, R.A., F. H. Kew, Peter Hyndman.

Lieut. Campbell, 37 feet 1

N. Lamont, 35.9 feet 2

A. M'Vicar won last year with a throw of 35½ feet.

120 YARDS FLAT RACE (Handicap); first prize, presented by G. C. C. Master, Esq.; second prize presented. First two in each heat to run in the final.

Entries:—First Heat.—R. Lapsley, Lt. G. D. Campbell, H.K.R., Lt. T. C. Lloyd Thomas,

R.A.—Second Heat.—F. H. Kew, J. M. V. dos Remedios, F. G. Chunnnett,

First Heat—1 Lieut. Lloyd Thomas (6 yards); 2 R. Lapsley (4 yards). Time, 13½ secs.

Second Heat—1 F. H. Kew (scratch); 2 J. M. Remedios (4 yards). Time, 13½ secs.

Final—1 J. Remedios; 2 F. H. Kew. Time, 12½ secs. Kew won the two previous years; last year's time, 12 ⅓ secs.

BICYCLE RACE; two miles; (handicap); start in saddle; first prize presented by H. E. Major-General Wilsone Black, C.B.; second and third prizes presented.

Entries:—A. McKirdy, A. A. Alves, J. A. S. Alves, F. H. Kew, R. Henderson, W. E. Veale, T. Meek, F. M. Roza Pereira, J. C. Logan, Peter Hyndman.

A. McKirdy (scratch) 1

A. A. Alves (200 yards) 2

Time, 6.02½. Won last year by Martinez, 6 mins. 43 sec. (100 yards).

HALF-MILE FLAT RACE; first prize presented by Taikoo; second prize presented.

Entries:—John A. Moller, R. Lapsley, Herbert W. Looker, A. E. Alves, F. H. Kew, Peter Hyndman, A. W. Xavier, J. Millar, T. Yule.

H. W. Looker 1

R. Lapsley 2

J. A. Moller 3

Time, 2.12 min.

BICYCLE RACE; one mile (handicap); start in saddle; first prize presented by Commodore Swinton C. Holland, R.N., A.D.C.; second prize presented.

Entries:—A. McKirdy, A. A. Alves, F. H. Kew, J. A. S. Alves, Peter Hyndman, R. Henderson, J. C. Logan, F. M. Roza Pereira.

A. A. Alves (80 yards) 1

J. C. Logan (150 yards) 2

Time, 2.45½. Won by three yards, A. McKirdy won this event last year in 3.1½ sec.

100 YARDS FLAT RACE; prize presented by R. Shewan, Esq.

Entries:—Lt. K. G. Campbell, R.A., Lt. T. C. Lloyd Thomas, R.A. T. H. Kew, Peter Hyndman.

F. H. Kew 1

J. M. V. dos Remedios 2

Time, 11 secs.

HIGH JUMP; (three tries); prize presented by the Victoria Recreation Club.

Entries:—Lt. K. G. Campbell, R.A., Lt. T. C. Lloyd Thomas, R.A., F. H. Kew, Peter Hyndman.

Lieut. Lloyd Thomas, 5.6 feet 1

P. Hyndman, 5.5 feet 2

Lieut. Campbell, 5.4 feet 3

This was a very keenly-contested event. Five feet was easily covered by the three.

TUG OF WAR; 10 men a side; open; to be pulled over 15 feet; best of three pulls; no spikes or nails allowed; no sitting down; no holes to be dug in the ground before pulling.

Prize presented.

Trial Heats:—Royal Artillery v. Hongkong Volunteers, H.M.S. *Immortalité* v. Hongkong Royal Artillery, King's Own Regt. a bye.

The trial heat of H.M.S. *Immortalité* v. Hongkong Asiatic Artillery was pulled off on Friday afternoon. The three pulls were won by the *Immortalité* team, the Asiatics' chance of success being spoiled by the ardour of their Supporters. The Volunteers scratched to the Royal Artillery.

The final was between H.M.S. *Immortalité* and the Royal Artillery. The first pull was a hotly contested one, the Navy men taking advantage of the R.A.'s 'change hands' to pull them over, which was accomplished in 1.23½.

The *Immortalité* had the second pull from the start, pulling over their opponents in 16½ secs. Captain Chichester was an enthusiastic second-coach of his team. The K.O.R. team scratched.

SACK RACE; 50 yards; prize presented.

Entries:—Lt. T. C. Lloyd Thomas, R.A., W. W. Toller, J. H. Gubbins, M. E. Asgar, A. E. Asgar, F. H. Kew, Peter Hyndman, N. A. Gonsalves.

M. E. Asgar 1

J. H. Gubbins 2

Time, 13 secs.

200 YARDS FLAT RACE (Handicap); first prize presented by Vice-Admiral Sir E. H. Seymour, K.C.B.; second prize presented.

Entries:—F. H. Kew, F. G. Chunnnett, J. N. V. dos Remedios, R. Lapsley, Lieut. T. C.

Lloyd Thomas, R.A., Peter Hyndman, W. A. Sparks.

J. M. V. dos Remedios (8 yards) ... 1
F. H. Kew (scratch) ... 2
Lieut. Lloyd Thomas (12 yards) ... 3
Time 22½. Kew won the race for the two previous years, last year's time being 23 secs.

THREE-LEGGED RACE; 100 yards; prizes presented.

F. G. Channett and E. Abraham ... 1
M. E. Asgar and P. Hyndman ... 2
Time—15 seconds.

LADIES' BICYCLE RACE; post entries; half mile; nearest finish to 5 minutes; (open); start in saddle. First prize presented by Mr. Ho Tung; second prize presented.

Entries:—Misses Mather, Henderson, Waddell, A. Rodger, and Roza Pereira.

Miss Rodger ... 1
Miss Pereira ... 2
Miss Mather ... 3
Time, 5.03.

ONE MILE FLAT RACE (Handicap); first prize presented by J. McKie, Esq.; second prize presented.

Entries:—R. Lapsley, T. Meek, John A. Moller, A. E. Alves, F. H. Kew, J. S. Bruce, Peter Hyndman, A. W. Xavier, J. Millar, W. W. Toller.

J. S. Bruce ... 1
W. W. Toller ... 2
Time, 5.12½.

120 YARDS VETERANS' RACE (Handicap); competitors to be over 35 years of age and not less than 10 years' residence in India, China, or the tropics; 1½ yards start to be given for each year over 35 years of age; first prize presented by the Hon. C. P. Chater, C.M.G.; second prize presented.

Entries:—J. Coyle, 37 years, 3 yards; C. H. Thompson, 38 years, 4½ yards; J. Dickie, 39 years, 6 yards; Dr. J. M. Atkinson, 41 years, 9 yards; A. M. Roza Pereira, Sen., 48 years, 19½ yards; N. Macdonald, 63 years, 42 yards.

Dr. J. M. Atkinson ... 1
N. Macdonald ... 2
Time, 13 seconds. D. Atkinson won by only about half-a-yard.

120 YARDS HURDLE RACE; 10 Flights; previous winners at Hongkong or elsewhere to be penalised 2½ yards; prize presented by M. A. Souza, Esq.

Entries:—Lieut. T. C. Lloyd Thomas, R.A., F. H. Kew, P. Hyndman.

P. Hyndman ... 1
Lieut. Lloyd Thomas ... 2
Time, 18½ seconds. Lieut. Worsley, W.Y.R., won last year in 20 secs. Hyndman was leading all the way; Lloyd Thomas fell at the ninth hurdle.

BOYS' RACE, 440 Yards (Handicap); post entries before 2 p.m.; open to all Boys over 12 and under 16; handicap at the post, age to be stated on entry; first prize presented; second prize presented.

E. Humphreys ... 1
D. Carvalho ... 2
Time, 56 secs. Twenty-three starters.

HALF-MILE FLAT RACE; open to soldiers, sailors and police; entries to be given to the starter not later than 2.15 p.m. First, second, and third prizes presented.

Taka Mow, H.K.A. ... 1
B. Williams, K.O.R. ... 2
Bombardier Carter ... 3
Time, 2.10½. Eleven starters.

BICYCLE RACE; Three Miles (Handicap); start in saddle; first prize presented by the Hon. E. R. Bellicos, C.M.G.; second and third prizes presented.

Entries:—A. McKirdy, A. A. Alves, J. A. S. Alves, F. H. Kew, R. Henderson, T. Meek, A. M. Roza Pereira, J. C. Logan, Peter Hyndman.

A. McKirdy (scratch) ... 1
A. A. Alves (300 yards) ... 2
J. C. Logan (600 yards) ... 3
Time, 9.13½.

440 YARDS FLAT RACE (Challenge Cup); to be won two years in succession before becoming the property of a competitor; prize presented by H. N. Mody, Esq.

Entries:—Herbert W. Looker, F. H. Kew, Peter Hyndman.

F. H. Kew, 1.6.
Looker and Hyndman went to the starting point to allow Kew to qualify for the race.

CONSOLATION RACE; 120 yards; post entries; open to all competitors (except those in open events) who have run but not won a prize. Prize presented.

Lieut. Campbell, H.K.R. ... 1
A. W. Xavier ... 2
Time, 13½ secs.

POLO.

On the afternoon of Friday, 1st April, in pleasant weather and to a large concourse of spectators, a polo match was played between a team representative of the Army and Navy and a Civilian team. The teams were composed as under. The game was notified as commencing at 5 p.m., but a start was not made until some time later.

ARMY AND NAVY.	CIVILIANS.
Capt. Burney, R.A. ... Back	Hon. T. H. Whitehead 4
H.R.H. Prince Henry ... 3	Mr. Landale ... 3
Capt. McLachlan, K.O.R. 2	Mr. J. Hastings ... 2
Mr. Johnson, K.O.R. ... 1	Hon. F. H. May ... 1

For the first three minutes of the opening chucker the game was sticky, after which it began to improve, first blood being drawn by Burney, who, while being hustled by Landale, made a good hit, which with luck should have been a goal but only scored a subsidiary (Army and Navy, 1 sub.; Civilians, 0). From the hit out Landale showed some fine hitting, which was only checked by a good back-hander by H.R.H. The ball was shortly driven behind the Civilian's goal line again. Soon after the hit out McLachlan made a fine run, but in defending his goal Whitehead hit behind his own line. McLachlan fooled the corner hit, but the ball again went behind the Civilian's goal line, off May's pony, giving another corner hit to the Army and Navy. McLachlan, however, failed to improve on it. Landale then made a fine run, but the ball was again brought back to the Civilian's goal by Burney, and Johnson hooking Whitehead's stick, Burney scored a goal. (Army and Navy, 1 goal, 1 sub.; Civilians, 0). From the centre hit May made a fine run up to the Army and Navy's goal, but Burney saving in fine style, McLachlan got well away, but was hustled from the goal by Landale, Johnson scoring a sub. almost immediately afterwards. (Army and Navy, 1 goal and 2 subs.; Civilians, 0) from the hit out May made another fine run, and was again only checked by Burney. The ball was soon taken back to the Civilian's portion of the ground and after a sharp attack on the Civilian's goal Whitehead in defending again hit behind his own goal line. McLachlan took the corner hit, but Hastings cleared with a very fine hit, unfortunately hitting out of play just on the call of time, with the score at: Army and Navy, 1 goal and 2 subs.; Civilians, 0. On the resumption of play in the second chucker after an interval of ten minutes, the Civilian's re-arranged their team as follows on account of the peculiarities of some of their ponies, the Army and Navy team retaining the same organization as in the first chucker.

CIVILIANS.	
Hon. T. H. Whitehead	4
Mr. J. Hastings	3
Hon. F. H. May	2
Mr. Landale	1

Shortly after the commencement Landale carried the ball in fine style up to the Army and Navy's goal, and though well hustled by Burney, made a very pretty stroke on the near side, under his pony's belly, the ball only just missing the goal (Army and Navy, 1 goal, 2 subs.; Civilians, 1 sub.) The Army and Navy then pressed the Civilian's hard for some time. Landale, however, cleared for the latter, but hit the ball out, after a fine run, at the far end. Shortly after the throw in Burney made a very hot shot under his pony's neck at the Civilian's goal, but unfortunately a pony's quarters intervened. From the re-bound, however, Burney made another fine hit, just failing to score a subsidiary. At this period of the game Landale was not much assisted by his pony and he was at times lost to his side. On Landale returning to the ground Burney hit out, but the ball was soon driven behind again. The hit out was followed by some fine runs by McLachlan, Hastings, however, saving his goal well. Landale here changed his pony, but finding the new venture lame had to retire for further change, during which time McLachlan made a brilliant run the whole length of the

ground, failing to score by inches. On Landale joining in again the game settled down in the centre of the ground for a while during which H.R.H. made a succession of nice back-handers. Eventually McLachlan got away again, but only obtained a corner, off Hastings. From the corner hit the ball was sent across the line. From the hit in Landale made some beautiful strokes, which was being carried on by Hastings when time was called, the final score being—Army and Navy, 1 goal and 2 subs.; Civilians, 1 sub.

May, in particular, played well throughout, though his pony did not assist him much in the second chucker, while Landale, despite the vagaries of his pony, was in good form, as were also Capt. Burney and McLachlan.

Mr. Des Voeux, R.E., kindly acted as referee, Capt. Loveband, A.D.C., as time-keeper, and Mr. Platt and Capt. Paton, K.O.R., as scorers.

ROYAL HONGKONG YACHT CLUB.

ELEVENTH CLUB RACE.—3RD APRIL.
Course:—Channel Rocks, Kowloon Rocks, Meyer's buoy, Channel Rocks, Kowloon Rocks.

Starters, First Class:—
Active ... Mr. H. E. Pollock
Meteor ... Mr. C. H. W. Kew
Maid Marian ... Mr. J. Hastings
Phoebe ... Mr. F. H. May
Erica ... Mr. A. Denison

Second Class:—
Dart ... Dr. Clark
Payne ... Officers, R.E.
Ladybird ... Mr. C. D. Wilkinson

The second class started at 1.20 and the first at 1.30.

After several races in hard winds the breeze was fairly light all through the race and in Kowloon Bay very light, with a strong flood tide. Ladybird, Dart, and Active went over to the Hongkong shore and the others kept on the Kowloon side, and getting light winds in the bay were rather out of it. There was a fairly strong wind off Quarry Bay which put the Ladybird and Active round a long time ahead in their classes. The second class boats had a better breeze and a weaker tide to beat against, and so gained a little on the first class, but part of this was soon wiped off.

The times at Channel Rocks were:—

	H.	M.	S.
Ladybird	2	23	05
Dart	2	27	17
Active	2	35	04
Meteor	2	39	00
Erica	2	39	50
Maid Marian	2	44	20
Phoebe	2	45	31

In the run down to Kowloon Rock and reach to Meyer's buoy, the same order was maintained. In the beat up to Channel Rocks the second time, Phoebe passed Erica and the times here were:—

	H.	M.	S.
Ladybird	3	50	15
Dart	3	53	25
Active	3	53	27
Meteor	3	59	30
Phoebe	4	2	50
Erica	4	3	06
Maid Marian	4	14	00
Payne	4	26	00

Dart and Active had a fine race and made a dead heat on the line, which was crossed as follows:—

Second Class	Marks to date
Ladybird ... 4 33 15 first	10 73
Dart ... 4 33 45 second	4 42
Payne ... 5 6 50 third	1 46

First Class	
Active ... 4 33 45 first	10 14
Meteor ... 4 37 43 second	4 17
Phoebe ... 4 38 55 third	1 5
Erica ... 4 39 43	60
Maid Marian 4 51 59	62
Chanticleer	7

The Ladybird is thus safe for first place in the second class.

The N. C. Daily News states that another landslip occurred at the head of the Shanghai Engineering and Shipbuilding Company's new dock at Pootung on the night of the 25th March, but it is fortunately not serious.

THE ROYAL HONGKONG GOLF CLUB.

BEST SCORE OUP FOR MARCH.

There were twelve entries during the month, the following being the only returns handed in:—
 Lient. Farie R.N. 99 12 87 } Tie.
 Mr. G. Millward, 99 12 87 }
 CLUB GOLD MEDAL AND CHAMPIONSHIP, 1897.

Four members have entered for the Blue Riband of the Links. Dr. J. A. Lowson, who meets Mr. G. Stewart, and Mr. A. S. Anton, whose opponent is Mr. C. W. May, in the first round. The final will be played on Wednesday afternoon, the 13th inst., when the members will be "At home" from 3 to 6 o'clock, and request the honour of the presence of the ladies of Hongkong.

CORRESPONDENCE

[We do not hold ourselves responsible for the opinions expressed by our correspondents.]

THE PLAGUE, SMALLPOX, AND BEGGARS.

TO THE EDITOR OF THE "DAILY PRESS."

DEAR SIR,—I note with interest the discussion at the Sanitary Board as reported in your issue of to-day, and very heartily endorse the action of the Board as far as it goes. Personally I think it does not go far enough. This colony is made the dumping ground for every beggar north or south, and as an old resident I would like to see a very strong "Mendicancy Act" introduced. The filthy beggars that occasionally adorn our streets are a disgrace to our colony and an insult to civilization. I think a few severe fines for importing such refuse (for you can call it nothing else) would meet in a large measure this annual difficulty. A big talk is made about a "Free Port," but the privileges should not be abused.—Yours, &c.,
 CLEANLINESS.

Hongkong, 1st April, 1898.

PLAGUE INOCULATION.

TO THE EDITOR OF THE "DAILY PRESS."

SIR,—Now that plague is again prevalent in Hongkong, would it not be wise and proper for the Hongkong Government to get Professor Haffkine's prophylactic lymph from Bombay and inoculate people with it here? This preventive has been proved to be efficacious and is now extensively used in India. If, however, the Government are doubtful whether it is of much use they can ascertain this from the Bombay Government. I understand that about forty cases of plague occurred in Hongkong, although very few are reported. Unless the Government begin to take action at once, the epidemic this year will probably be worse than it was in 1894. It is to be regretted that the authorities do not begin to wake up thoroughly until it is too late. Such was the case in 1894 and such will most probably be the case this year. I hope you will give your support in your valuable paper to my suggestion of getting Professor Haffkine's lymph if you think it is a good suggestion. If the Government should decide to get it, they may as well telegraph for it as there should be no unnecessary delay.—Yours, &c.,

JUPITER.

Hongkong, 3rd April, 1898.

THE CHINESE CONCESSIONS TO RUSSIA.

The *China Gazette* publishes the following as the text of the agreement said to have been concluded on the 23rd March by which China cedes Port Arthur and Talienwan to Russia and makes other concessions:—

"Russia is hereby granted a 25 years' lease of Port Arthur and Talienwan. The territory included in the lease comprises an area stretching 150 or 160 li inland, northward, from the corner of the Liaotung Peninsula, and 70 or 80 li wide at its greatest breadth from east to west.

"Chinese war ships and trading vessels are to enjoy the privilege of entry into the ports

included in the territory so leased, in the same manner as obtains at Kiaochau.

"The railway from Potune to Port Arthur, passing through Moukden, is to be in the hands and under the control of the Russians, as is the Manchurian railway. This line is to be laid in accordance with the Russian standard gauge and system.

"Russia is to be at liberty to construct a branch line from some point near the boundary of the newly leased territory, but outside it, to the coast (P Western coast of Liaotung).

"When this branch line is complete, the point on the coast which will form its terminus is to be leased to Russia on the same terms as Port Arthur and Talienwan."

The situation of this place on the coast is not yet specified, as the Russian Minister's final demands were presented on the very day the agreement was drawn up and accepted on both sides. At first the Russian Chargé proposed that Kinchow Bay and Pitzukwa should be thus surrendered; but to this the Chinese strenuously objected, and it was sought to leave that question open until the day appointed for the formal signing and ratification of the Agreement, the 27th March, but the Chinese Ministers succeeded in inducing the Russian Chargé to abandon this point altogether for the present.

THE SALE OF POISONS.

The following draft bye-laws to be made under sub-section 22 of section 13 of Ordinance 24 of 1897, for regulating the manufacture and sale of poisons and the sale of unsound and adulterated drugs, are to be considered at the next ordinary meeting of the Sanitary Board:—

All the articles named or referred to in the list, both in Part I. and Part II., are poisons within the meaning of these bye-laws.

SALE BY RETAIL.

(1) Relating to Part I. and Part II. of the List.

It is unlawful to sell any "poison" by retail, unless the vessel, wrapper, or cover, in which it is contained, be distinctly labelled with the name of the article, the word "Poison," and the name and address of the seller. This applies to all the articles in both Parts of the List.

(2) Relating to Part I. only:—

It is unlawful to sell, by retail, any poison included in Part I. of the List, to any person unknown to the seller, unless introduced by some person known to the seller; and on every sale of any such article the seller shall, before delivery, make or cause to be made an entry in a book, to be kept for that purpose, of—

1. The date of sale;
2. The name and address of the purchaser;
3. The name and quantity of the article sold, and

4. The purpose for which it is stated to be required; to which the signature of the purchaser, and of the person, if any, who introduced him, shall be affixed.

The article must also be labelled with the name of the article, the word "Poison," and the name and address of the seller.

(3)—Relating only to Arsenic and its preparations.

It is unlawful to sell arsenic or any of its preparations, unless, in addition to all the foregoing regulations, the following provisions be also observed:—

1. That the poison, if colourless, be mixed with soot or indigo, so as to colour it.
2. That the person to whom the poison is sold or delivered be of mature age.
3. That the occupation, as well as the name and address, of the purchaser be entered in the "poison-book."

4. That when the purchaser is not known to the seller, and is introduced by some person known to both, this person shall be present as a witness to the transaction, and shall enter his name and address in the "poison-book."

(4)—None of the foregoing regulations apply to any article when forming part of the ingredients of any medicine by a registered person; but it is necessary, if a medicine contain a poison included in Part I. or Part II. of the List, that the ingredients of the medicine together with the name of the person to whom it is sold or delivered, be entered in a book kept for that purpose ("prescription-book"), and that the

name and address of the seller be attached to the medicine.

(5)—A certain number of persons to be registered to sell these poisons under these regulations.

No one else to be allowed to sell poisons at all.

LIST OF POISONS WITHIN THE MEANING OF THESE BYE-LAWS.

Part I.

Not to be sold unless the purchaser is known to, or is introduced by, some person known to, the seller; also entry to be made in "poison-book" of (1) Date of sale; (2) Name and address of purchaser; (3) Name and quantity of article; (4) Purpose for which it is wanted, attested by signature; and must be labelled with (1) Name of article; (2) The word "Poison;" (3) Name and address of seller.

Arsenic, and its preparations (see also special regulations under bye-law 3 of these bye-laws).

Aconite, and its preparations;

Alkaloids.—All poisonous vegetable alkaloids and their salts;

Atropine, and its preparations;

Cantharides;

Corrosive Sublimate;

Cyanide of Potassium, and all metallic cyanides and their preparations;

Emetic Tartar;

Ergot of Rye, and its preparations;

Prussic Acid, and its preparations;

Savin, and its oil;

Strychnine, and its preparations;

Vermin Killers, if preparations of poisons the preparations of which are in Part I. of this schedule.

Datura Alba, and its preparations;

Gelsemium Elegans, and its preparations;

Orpiment.

Part II.

Must be labelled with (1) Name of article, (2) The word "Poison," (3) Name and address of seller.

Almonds, Essential Oil of (unless deprived of Prussic Acid);

Belladonna, and its preparations;

Cantharides, Tincture and all vesicating liquid preparations of;

Chloroform;

Chloral Hydrate, and its preparations;

Corrosive Sublimate, preparations of;

Morphia, preparations of;

Nux Vomica, and its preparations;

Opium, and its preparations; and preparations of Poppies;

Oxalic Acid;

Precipitate, Red (Red Oxide of Mercury);

Precipitate, White (Ammoniated Mercury);

Vermin Killers (see Part I.) compounds containing "Poisons" prepared for the destruction of vermin, if not subject to the provisions of Part I. are in Part II.

THE CRISIS.

Shanghai, 31st March.

Private advices from the North convey interesting and even startling news; we only regret that the various items are somewhat incompatible with each other. From one source we hear that the *Moscow Gazette* of the 21st March stated that "Russia was about to retire from the Hermit Kingdom and would henceforward consider Corea beyond her sphere of influence." This at first blush seems in such utter discord with antecedent policy as to carry its own refutation with it; it could only be explained by the hypothesis that the Northern Power had come to an understanding with Japan. "Leave us alone in Liaotung, and we will leave Corea to you." Still, writes this correspondent, it is somewhat uncommon with the player who has the trump cards and the lead to make a compromise on equal terms with his opponents.

From another source we hear that Japan has sent her ultimatum to Russia demanding the immediate evacuation of Port Arthur, and that Russia have replied that she cannot acquiesce and that events must take their course. We are sceptical that affairs have reached so acute a crisis in so brief a time, but it must not be forgotten that Russia demanded a reply from China by the 27th, or 28th inst., and if Japan means to intervene she would do so before the session had the sanction of China's formal assent.

From the same source we hear that the Russian transports landed 2,000 men in Port Arthur on or about March the 21st; that General Sung retired with his forces (!) to Kinchow; that the telegraphic communication between the Regent's Sword and Peking was in Russian hands; and that the Chinese in Chihli could get no replies to their messages. At the same time we hear that Col. Wogack has left Tientsin for Port Arthur, it is rumoured to be made acting Governor, and that the Tientsin agent of the Russo-Chinese Bank has gone over to make financial arrangements for the large garrison which will hereafter remain in Port Arthur. We have reason to believe that all this Port Arthur news is correct; and even if the crisis is not already at hand, it will certainly be precipitated by these events.

We may add to this that there is good reason to believe that Russia is not yet prepared for war, and that firmness on England's part will be followed by concession on the part of Russia.

—N. C. Daily News.

HONGKONG.

On Friday afternoon, April 1st, Prince Henry was included in a team representing the Army and Navy who were opposed to a team of civilians in a polo match, the Prince's team winning by one goal and two subs. to one sub. In the evening a dinner was given in His Highness's honour at Government House, Sir Charles and Lady Mitchell being among the distinguished company present. The *Victorious* left Hongkong on Saturday afternoon. The *Immortalite*, which has been expected to leave every day since, is still with us. The fourth annual athletic meeting in connection with the Victoria Recreation Club took place on Saturday afternoon, and though the entries fell short of last year's the proceedings were most interesting. The annual dinner in connection with the Hongkong Football Club took place on Saturday, when the badges and Challenge Cup were presented. The tennis match between the Cricket Club and the Ladies' Recreation Club came off on Monday afternoon, when the L.R.C. had 83 games to their credit against 74. On Monday an Indian constable was sentenced to six months' hard labour for unlawfully wounding a brother constable. At a special session of Justices of the Peace on Tuesday morning an application from Mr. A. H. Harper, formerly manager of the Stag Hotel, for a license for the Sportsman's Arms, Queen's Road Central, was refused. The same afternoon the annual meeting of the Hongkong General Chamber of Commerce was held. On Wednesday Sir John Carrington delivered a lecture before the members of the Odd Volumes Society on "Volunteering," a subject with which Sir John, as Commandant of the local corps, is well fitted to deal. Among those who left by the *Empress of China* on Wednesday were Sir Charles and Lady Mitchell, the Hon. H. E. Wodehouse and Mr. C. C. Platt, the Governor's Secretary. Mr. Wodehouse, who had filled the post of Police Magistrate for 17 years, addressed a few farewell words to the European members of the Police Force on Monday afternoon. On Tuesday he was the recipient of an address from the Chinese community, and on Wednesday the Magistracy staff presented him with a handsome silver bowl and announced their intention of forwarding him an address; on behalf of Mrs. Wodehouse he accepted a gold brooch. In the Supreme Court on Wednesday judgment was given in the champerty appeals. The convictions were quashed but the Court refused to allow costs. At a meeting of the Sanitary Board on Thursday the Colonial Veterinary Surgeon (Dr. C. Vivian Ladds) reported that he had succeeded in curing a case of rinderpest taken from Sassoon's Villa, Pokfulam, by means of the serum treatment. He was ordered to provide the Board with a detailed report of his method of treatment.

A house boy named Wong Mun and residing at Pun U, was fined \$50, or two months' hard labour, on Saturday for having "unlawfully infringed the exclusive privilege of the Postmaster-General by being the bearer of letters for tradesmen to Canton unstamped and not having passed hr ongh the General Post-Office."

There were 2,988 visitors to the City Hall Museum last week of whom 194 were Europeans.

The assistant compradore of the *Yiksang* was on 5th April fined \$500 for being in possession of a quantity of opium.

The usual Easter meeting of the Hongkong Rifle Association has been unavoidably postponed and will be held at Whitsuntide.

For stealing eight brass bolts, the property of the Hongkong and Whampoa Dock Company, a Chinese was sentenced to two months' imprisonment.

Commander Hastings on 4th April fined two hospital ward boys \$15 each, or six weeks' imprisonment, for leaving their employment without notice.

Inspector Gillies has been presented with a match rifle by the Hon. H. E. Wodehouse, C.M.G., for services rendered in instruction in shooting.

It is notified in the *Gazette* that H.E. the Acting Governor has been pleased to recognise Mr. Armin Haupt as in charge of the Imperial Russian Consulate.

It is notified in the *Gazette* that Mr. C. W. Duggan has been appointed a Director of the Widows and Orphans Fund, vice Mr. T. J. Machado, resigned.

The following telegram has been received by the Government:—"Alexandria, 29th March, 1898. Governor, Hongkong. Plague Regulations applied in Egypt to arrivals from Hongkong.—GOULD."

On Thursday a man and a woman were each fined \$10 for removing the dead body of a boy from a house in Yaumati without having a permit. The boy is supposed to have been afflicted with the plague.

The following appointments have been made during the absence of Mr. H. McCallum:—Dr. F. W. Clark to be Acting Secretary of the Sanitary Board, and Mr. C. V. Ladds to be temporary Assistant Secretary to the Sanitary Board.

The following appointments have been made during the absence of the Hon. J. H. Stewart Lockhart:—Hon. T. S. Smith, Acting Colonial Secretary, to be a member of the Governing Body of Queen's College, and Hon. F. H. May, C.M.G., Captain Superintendent of Police, to be chairman of the Board of Examiners.

On Saturday evening the journalists of Hongkong gave a farewell dinner at the New Club to Mr. G. T. Crook, of the *Daily Press*, who leaves for England on Wednesday by the C. P. steamer *Empress of China*. Mr. Crook has been on the staff of the *Daily Press* for the last three years as reporter and sub-editor.

Messrs. Shewan, Tomes and Co., agents of the Yangtze Insurance Association, Limited, inform us that they have received a telegraphic communication from Shanghai which they translate as follows:—"The directors will recommend at the general meeting of shareholders that no dividend be paid on the past year; but on previous years a further dividend of 10 per cent."

Commander Hastings had two watch-stealing cases before him on 4th April. In one case a house coolie was sentenced to six months' imprisonment for stealing a gold watch, valued at \$250, the property of Mrs. Stainfield, of Duddell street, and in the other a vehicle driver was sentenced to 14 days' imprisonment for stealing a silver watch belonging to a woman in Graham street.

The Secretary of the Punjom Mining Co., Limited, advises us that he has received the following telegram from the mines giving the result of the March clean-up:—"The mill ran 29 days crushing 2,400 tons of headings yielding 256 oz. of gold. Thirty-three tons of concentrates ground in Berdan pans yielding 18 ozs of gold. The cyanide plant ran 28 days treating 575 tons of tailings for a yield of 200 oz. of bullion valued at 15/9d. per oz."

A dinner party was given at Government House on the 1st April in honour of H.R.H. Prince Henry of Prussia, amongst the guests being Sir Charles and Lady Mitchell, who arrived from Singapore by the P. & O. steamer *Verona*. After dinner a number of men of the Hongkong Regiment entertained the company by giving a war dance on the lawn. The piercing war cries which were given at short intervals by the men could be heard a long distance off and they caused much amusement and perhaps astonishment to the distinguished company.

In the tennis match between the Cricket Club and the Ladies' Recreation Club played on the Cricket ground on the 4th April the L.R.C. scored 83 games and the Cricket Club 74.

A servant boy named 'Tsang Ming was fined \$15, or six months' imprisonment, by Commander Hastings on Saturday, for unlawfully concealing a case of bubonic plague at 30, Gough Street, on Saturday. It is to be hoped that for the sake of the community at large this offence will be severely dealt with.

Messrs. John D. Humphreys & Son, General Managers of Olivers Freehold Mines, Limited, inform us that they have received telegraphic advices from the mines to the effect that 900 tons of stone were crushed during March, yielding 253 ounces of gold.

It may interest collectors of postage stamps to learn that the Hongkong Post Office have just issued two new stamps. The ten cent brown on red being exhausted, the thirty cent green has been surcharged in black "10 cents," and the old plate of the ninety-six cent stamp with "1 dollar" surcharged on it in black has been reprinted wholly in black and now forms the dollar issue.

The invitation to British residents to visit and inspect H.M.S. *Victorious* was accepted by a large number of people on Saturday, 2nd April, and they were most kindly treated while on board. Coaling operations, which were commenced on Friday, were concluded about eleven o'clock on Saturday morning, and the vessel was very quickly robbed of its thick coating of coal dust, so that visitors ran no risk of getting themselves begrimed with dirt. The *Victorious* is truly a magnificent battleship and the many visitors expressed the highest admiration of everything they saw, the working of the big guns and the method of serving them with ammunition being especially interesting. During the day the *Victorious* took on board further supplies of ammunition and at four o'clock in the afternoon she sailed for the North.

The special issue of postage stamps and post cards in connection with the fourth centenary of the discovery of the sea route to India by Vasco de Gama was placed on sale at Macao on the 1st April, and the Post Office was thronged with eager purchasers. The set consists of eight stamps of half, one, two, four, eight, twelve, sixteen, and twenty-four cents respectively and two post cards of two and three cents each, the two-cent post card being issued in two varieties and the three cent one in four. The design on the one cent stamp represents the arrival of Vasco de Gama at Calicut and that on the two cent stamp the departure of the expedition from Portugal. The designs on the other stamps are emblematical, ships being introduced in all of them and Indian subjects in the twenty-four cent one. The post cards are adorned with pictures of celebrated cathedrals and castles, some being on the address side and some on the reverse. All are executed in the highest style of art and the collection is one that many besides confirmed philatelists will be pleased to possess.

The fourth annual dinner of the Hongkong Football Club was held on Saturday evening, 2nd April, at the Hongkong Club. Dr. Atkinson was in the chair. During the evening the badges, tokens, and the six-a-side challenge cup were presented. Messrs. Moberley, H.K.R., Mayson, and Kew were awarded badges for specially useful play in the Association game. The six-a-side challenge cup was won by Mr. Moberley's team and in consequence the following players were awarded tokens, viz:—Messrs. H. S. Moberley, H.K.R., A. Brooke-Smith, W. D. Mayson, F. B. Deacon, and C. W. Gordon, W.Y.R. A very pleasant evening was participated in by a large number of members. The following was the programme:—
 Toast The Queen
 Toast The Hongkong Football Club
 Proposed by Mr. H. E. Pollock. Responders:—
 Mr. H. W. Looker (Capt., Assoc.), Lieut. P. G. Davies, R.A. (Capt., Rugby.)
 Recitation Mr. H. E. Pollock
 Presentation of Badges, Tokens, and the Six-a-Side Challenge Cup.
 Toast Other Football Clubs in Hongkong
 Proposed by the Chairman. Responder:—Lieut. R. G. Parker, K.O.R.
 Entertainment on the graphophone by Dr. Jordan.
 Toast The Chairman
 Proposed by Mr. E. D. Sanders.

MISCELLANEOUS.

One of our correspondent informs us that thirty miles above Ngankin two seams of excellent hard coal have been struck. It was at first discovered by an out-cropping of coal on the bank of the river. A shaft has been sunk to the depth of 260 feet; and one seam is a foot thick, whilst the other is not quite so thick.—*Mercury*.

At Foochow on the night of the 23rd March a fire broke out in the suburbs outside the Water-gate on the west of the City and nearly two hundred houses were burned down. Later in the night there was another fire in a village behind a boat-building yard on the opposite side of the river to the foreign hong in which seventeen houses were totally destroyed.—*Echo*.

A sad occurrence happened on board the *Hangchow* on her last voyage. She left Chefoo on the 19th March, bound for Swatow, and at 8 a.m. on the following morning the second officer, Mr. R. B. Bardsley, was found dead in his bunk. The body was carried on to Swatow, where an inquest was held and a chemical analysis of the contents of the stomach was ordered, the result of which was not known when the *Hangchow* left. It is thought that death was caused by laudanum poisoning, all the indications pointing that way. The deceased was 27 years of age and bore an excellent character.—*N. C. Daily News*.

It will interest the members of the community, says the *Singapore Free Press*, as well as the members of the S.C.C. to hear that Mr. F. V. Hornby, who came out to Singapore as the First Official Assignee, is now appointed to a very good billet, the Secretaryship to the Union Bank in London. Mr. Hornby has thus definitely retired from the Home Civil Service. He was in Singapore from 1888 to 1891 in charge of the organising and working of the Bankruptcy Department. His keenness as a cricketer will be well remembered during his captaincy of the S.C.C. and it will not be forgotten that Mr. Hornby captained the first cricket team that left Singapore to visit Hongkong.

COMMERCIAL.

TEA.

EXPORT OF TEA FROM CHINA TO GREAT BRITAIN.

	1897-98 lbs.	1896-97 lbs.
Canton and Macao	5,887,884	6,277,746
Shanghai and Hankow ...	14,058,839	17,809,185
Foochow	12,309,891	12,518,868
Amoy	685,651	589,478
	32,942,265	37,195,277

EXPORT OF TEA FROM CHINA TO UNITED STATES AND CANADA.

	1897-98 lbs.	1896-97 lbs.
Shanghai	18,823,511	18,214,214
Amoy	16,436,267	19,108,788
Foochow	7,516,903	11,405,219
	42,776,681	48,758,131

EXPORT OF TEA FROM CHINA TO ODESSA.

	1897-98 lbs.	1896-97 lbs.
Shanghai and Hankow...	19,462,293	22,949,123

EXPORT OF TEA FROM JAPAN TO UNITED STATES AND CANADA.

	1897-98 lbs.	1896-97 lbs.
Yokohama	26,739,512	27,565,583
Kobe	15,776,817	14,961,219
	42,516,329	42,526,802

SILK.

SHANGHAI, 4th April.—(From Messrs. A. B. Burkill & Sons' Circular).—The last advices from London are Blue Elephants 10/9, tone of the silk market quiet but with an easier feeling. Raw Silk.—The market still remains in a very quiet condition, with nothing doing. In Yellow Silks about 150 bales have changed hands at quotation given below. Arrivals, as per Customs Returns, 26th March to 1st April are: 490 bales White, 40 bales Yellow, and 34 bales Wild Silk. Reels and Filatures.—We hear of a settlement of

10 bales Hand Filature Small Buffalo, Extra, at Tls. 560. This market is quiet with signs of weakness. The export of Steam Filatures to date is: 5,181 bales to America, 3,752 bales to the Continent, 47 bales to Japan and 23 bales to London. Waste Silk.—Nothing doing.

Prices calculated by Maerten's Tables at 11 per cent.; Exchange 2/6; Freight Tls. 7.45 per bale:

	Tls.	Stdg.
Hand Filature.—Small Buffalo, Extra	560	12 1/2
Yellow Silk.—Mienchow	340 a 345	7 1/2 a 7 3/4
" Meeyang	330	7 3/4
" Szechuen	237 1/2	5 1/4
Yellow Silk.—Wongchow	270 a 280	6 1/4 a 6 3/4
" Kun (common)	275 a 285	6 1/4 a 6 1/2
" Fooyung No. 2	302 1/2	6 1/2

EXPORT OF SILK FROM CHINA AND JAPAN TO AMERICA.

	1897-98 bales.	1896-97 bales.
Shanghai	11,240	5,084
Canton	10,908	3,350
Yokohama	31,360	19,686
	53,508	28,120

EXPORT OF SILK FROM CHINA AND JAPAN TO EUROPE.

	1897-98 bales.	1896-97 bales.
Shanghai	46,588	41,557
Canton	20,315	20,481
Yokohama	18,130	18,284
	85,031	80,322

CAMPHOR.

HONGKONG, 1st April.—The market remains much as last reported, but with a slightly firmer tone. Quotations for Formosa are \$16.25 to \$46.50. Sales, 250 piculs.

SUGAR.

HONGKONG, 1st April.—The declining tendency last reported still continues. Quotations are:—
Shanghai, No. 1, White... \$7.25 to 7.30 per pic.
do. " 2, White... 7.00 to 7.02 "
Shanghai, No. 1, Brown... 4.85 to 4.88 "
do. " 2, Brown... 4.75 to 4.77 "
Swatow, No. 1, White... 7.16 to 7.20 "
do. " 2, White... 6.90 to 6.93 "
Swatow, No. 1, Brown... 4.76 to 4.80 "
do. " 2, Brown... 4.65 to 4.70 "
Foochow Sugar Candy..... 11.25 to 11.30 "
Shanghai " "..... 10.20 to 10.30 "

MISCELLANEOUS EXPORTS.

Per German steamer *Bayern*, sailed on the 30th March. For Singapore:—162 rolls matting, 50 cases beer, and 4 cases merchandise. For Colombo:—72 boxes preserves, 7 packages bamboo furniture, and 3 cases merchandise. For Port Said:—66 packages rattan chairs, 10 cases palm leaf fans, 4 rolls matting, and 1 case samples. For Smyrna:—20 cases essential oil. For Genoa:—105 bales canes, 97 bales raw silk, 50 bales waste silk, 50 packages tea, 20 cases essential oil, and 1 case sundries. For Barcelona:—30 bales canes. For Antwerp:—150 bales canes, 50 packages rattan core, 42 rolls matting, 17 cases Chinaware, 15 cases preserves, 10 cases camphorwood trunks, 6 cases cigars, 5 bales bamboo stick, and 4 cases curios, &c. For Antwerp and/or London and/or Bremen, Hamburg and/or New York:—125 bales feathers. For Amsterdam:—120 bales leaf tobacco, and 1 bale hemp. For Amsterdam:—28 cases Chinaware, 25 casks preserves, 4 cases ornaments, 1 case cigars, and 1 case Chinaware. For Bremen:—233 rolls matting, 50 casks ginger, 23 cases curios, 9 cases pewter ware, 8 cases Chinaware, 5 packages rattan chairs, 4 cases preserves, 2 cases sundries, and 1 roll matting. For Hamburg:—191 bales feathers, 7 rolls matting, 4 cases curios, 4 cases preserves, and 1 case sundries. For London:—200 cases ginger, and 15 cases bristles.

Per P. & O. steamer *Borneo*, sailed on the 2nd April. For London:—8 cases cigars from Manila, 163 1/2 chests tea, and 16 bales feathers from Foochow. 208 bales and 5 cases feathers, 30 cases bristles, 31 cases Chinaware, 38 cases blackwoodware, 14 cases curios, 3 cases silk piece goods, 9 cases preserves, 7 cases sundries, 9 cases personal effects, 1 case and 200 casks preserves, 81 rolls mats and matting, 125 bales waste silk, 500 bales hemp, and 124 bales canes. For London and/or Manchester:—52 bales waste silk.

OPIUM.

HONGKONG, 8th April.—Bengal.—There has been very little doing during the interval and rates have given way further, closing quotations being \$692 1/2 for New Patna, \$707 1/2 for Old Patna, \$691 1/2 for New Benares, and \$692 1/2 for Old Benares.

Malwa.—The market has ruled rather dull without any change in prices. Current quotations are as under:—

New	.....	\$800	with allowance to 1/2 cetties
Old (2 1/3 yrs.)	.....	\$830	" " of 1/2 to 3 "
" (1 1/3 " )	.....	\$890	" " of 1/2 to 2 "
" (6/7 " )	.....	\$920	" " of 0 to 3 "
" (8/9 " )	.....	\$950	" " of 0 to 3 "

Persian.—There has been a fair demand for Formosa and rates have been maintained. Oily is quoted at \$490 to \$630 and Paper wrapped at \$540 to \$660 per picul according to quality.

To-day's stocks are estimated as under:—

New Patna	370 chests
Old Patna	980 "
New Benares	430 "
Old Benares	340 "
Malwa	100 "
Persian	650 "

DATE.	PATNA.		BENARES.		MALWA.	
	New.	Old.	New.	Old.	New.	Old.
1898.	\$	\$	\$	\$	\$	\$
Apr. 2	697 1/2	707 1/2	692 1/2	695	800	
Apr. 3	697 1/2	710	692 1/2	695	800	
Apr. 4	697 1/2	710	692 1/2	695	800	
Apr. 5	693 1/2	707 1/2	692 1/2	695	800	
Apr. 6	692 1/2	707 1/2	692 1/2	695	800	
Apr. 7	692 1/2	707 1/2	691 1/2	693 1/2	800	
Apr. 8	692 1/2	707 1/2	691 1/2	693 1/2	800	850/800/920/950

RICE.

HONGKONG, 1st April.—Under the influence of a large demand from Japan prices are again rising. Quotations are:—

Suigon, Ordinary	\$3.65 to 3.70
" Round good quality	3.90 to 3.95
" Long	4.15 to 4.20
Siam, Field, mill cleaned, No. 1 ..	3.85 to 3.90
" Garden, " No. 1 ..	4.25 to 4.30
" White	5.10 to 5.15
" Fine Cargo	5.25 to 5.30

MISCELLANEOUS IMPORTS.

HONGKONG, 1st April.—Amongst the sales reported are the following:—

YARN AND PIECE GOODS.—*Rambay Yarn*.—50 bales No. 6 at \$77.50, 150 bales No. 8 at \$77.00 to \$80.50, 980 bales No. 10 at \$70.00 to \$87.50, 400 bales No. 12 at \$81.00 to \$89.00, 830 bales No. 20 at \$78.50 to \$102.00. *Grey Shirtings*.—1,200 pieces 8 1/2 lbs. Red 7 Boys at \$2.60, 700 pieces 7 lbs. Large Eagle at \$2.00, 350 pieces Shrimp Chop at \$2.00, 350 pieces Large Eagle at \$1.99, 500 pieces 10 lbs. G. 2 Lions at \$1.00. *White Shirtings*.—500 pieces Fox and Duck at \$5.45, 250 pieces T 210 at \$1.67 1/2, 1,500 pieces Man and Lion at \$1.70, 500 pieces X 6 at \$3.37 1/2, T Cloths.—250 pieces 34 in. Mexican gold Horse at \$2.82 1/2, 300 pieces 8 lbs. Mexican Red Stag at \$2.77 1/2, 300 pieces 8 lbs. Mexican Red Star at \$2.77 1/2. *Drills*.—150 pieces 16 lbs. Large Eagle at \$5.37 1/2, 150 pieces 14 lbs. Peacock at \$3.97 1/2, 150 pieces 16 lbs. Large Eagle at \$5.37 1/2. *Turkey Reds*.—200 pieces 4 1/2 lbs. Clock \$3.17 1/2, 250 pieces 15 lbs. Clock \$3.52 1/2, 250 pieces 4 lbs. Fish at \$2.77 1/2, 150 pieces 5 1/2 lbs. at \$3.55. *Metals*.—*Quicksilver*.—230 flasks at \$129.00 to \$130.00.

COTTON YARN.

	per bale
Bombay—Nos. 10 to 20s	72.00 to 103.00
English—Nos. 16 to 24	109.00 to 116.00
" 22 to 24	112.00 to 117.00
" 28 to 32	123.00 to 127.00
" 38 to 42	131.00 to 130.08

COTTON PIECE GOODS.

	per piece
Grey Shirtings—6lbs.	1.75 to 1.85
7lbs.	2.00 to 2.07 1/2
8 1/2 lbs.	2.50 to 2.29
9 to 10 lbs.	3.40 to 4.15
White Shirtings—54 to 56 rd. 2 1/2	to 2.60
53 to 60 " 2 1/2	to 3.45
64 to 66 " 3 1/2	to 4.10
Fine " 4 1/2	to 7.15
Book-folds. 3.80	to 5.70
Victoria Lawns—12 yards ...	0.65 to 1.50
T-Cloths—6lbs. (32 in.) Ord'y. 1 1/2	to 1.75
7lbs. (32 ") " 1 1/2	to 2.15
6lbs. (32 ") Mexs. 1.70	to 1.85
7lbs. (32 ") " 2.10	to 2.80
8 to 8 1/2 oz. (36 in.) 2.40	to 3.25

Drills, English—40 yds., 13½ to 14 lbs.	3.75 to 5.15
FANCY COTTONS	
Turkey Red Shirtings—1½ to 7 lbs.	1.50 to 4.00
Brocades—Dyed per yard	3.00 to 5.00
Damasks per yard	0.12 to 0.18
Chintzes—Assorted per yard	3.08 to 0.14
Velvets—Black, 22 in.	0.20 to 0.40
Velveteens—18 in.	0.17½ to 0.18½
Handkerchiefs—Imitation Silk per dozen	0.45 to 0.90
WOOLLENS	
Spanish Stripes—Sundry chops. 0.51½ to 1.40	
German 1.15 to 1.50	
Habit, Med., and Broad Cloths. 1.25 to 5.25	
Long Ells—Scarlet per piece	6.50 to 9.00
Assorted 6.60 to 9.10	
Camlets—Assorted 12.50 to 32.00	
Lastings—30 yds., 31 inches, Assorted } 12.00 to 20.00	
Orleans—Plain per pair	7.00 to 8.50
Blankets—8 to 12 lbs.	5.50 to 14.00
METALS	
Iron—Nail Rod per picul	4.20 to —
Square, Flat Round Bar ... 4.20 to —	
Swedish Bar 5.75 to —	
Small Round Rod 4.60 to —	
Hoop 5.50 to —	
Wire 15/25 9.75 to —	
Old Wire Rope 1.50 to 3.00	
Lead, L. B. and Hole Chop ... 8.80 to —	
Australian 3.70 to —	
Yellow M'tal—Muntz, 14/20 oz. 32.00 to —	
Vivian's, 14/20 oz. 31.50 to —	
Elliot's, 14/20 oz. 31.50 to —	
Composition Nails to —	
Japan Copper, Slabs 30.00 to —	
Tiles 29.00 to —	
Tin to —	
Tin-Plates per box.	6.00 to —
Steel ½ to ¾ per cwt. case	4.50 to —
SUNDRIES	
Quicksilver per picul	129.50 to —
Window Glass per box	4.30 to —
Kerosene Oil per 10-gal. case	1.93 to —

SHANGHAI, 2nd April.—(From Messrs. Noel Murray & Co.'s Piece Goods Trade Report).—The market here during the interval has been in a state of utter stagnation. There is little doubt that the gravity of the political situation is accountable for this to a great extent. Although so close to the debatable ground the information obtainable here with regard to what is going on is of the most meagre description, and the state of tension that both foreigners and natives engaged in this trade have been subjected to during the past few weeks has become decidedly trying. The Newchwang steamers, six in all, that cleared on 28th ultimo, took 13,285 packages of Piece Goods and Yarn, out of which American goods amounted to 4,622 bales, Indian Yarn 5,165 bales, and other Yarns 1,230 bales, the balance being made up of miscellaneous English and other goods. No news of the arrival at their destination has been received yet. Clearances for Tient-in during the week have been quite brisk, in anticipation of the higher freights which the Steamer Companies have been obliged to charge to counteract the increase in the tariff of the Taku Tug and Lighter Company, whose boats they have to make so much use of owing to the shallowness of the river. Great confusion seems to be prevailing in Tientsin through the irregular manner in which the cargo has been landed there this season, and it is said some of the buyers of early parcels have taken advantage of the difficulty in finding their goods to throw up their contracts. There is nothing of interest respecting the other markets. Considering the general quietness prevailing here the prices realised at the Auctions cannot be considered unsatisfactory, although the tendency was downwards. Forward business has been somewhat restricted, especially in English makes.

METALS, 4th March.—(From Messrs. Alex. Biefield & Co.'s Report).—Metals have been very much neglected, and the following are all the transactions we have to record. There has been no change, home prices remaining very firm, so that no offers have met with success:—100 tons Bar Iron at 126s., c.i.f., 100 tons Cart Tires at 107s. 6d. c.i.f., 300 tons Sohiers at 124s. c.i.f., 500 boxes Bamboo Steel (new chops) at 11s. 4.50.

EXCHANGE.

THURSDAY, 7th April.

ON LONDON.—	
Telegraphic Transfer	1/10½
Bank Bills, on demand	1/10½
Bank Bills, at 30 days' sight	1/10½
Bank Bills, at 4 months' sight	1/10½
Credits, at 4 months' sight	1/10½
Documentary Bills, 4 months' sight	1/10½
ON PARIS.—	
Bank Bills, on demand	2.34½
Credits, at 4 months' sight	2.38½
ON GERMANY.—	
On demand	1.89½
ON NEW YORK.—	
Bank Bills, on demand	44½
Credits, 60 days' sight	45½
ON BOMBAY.—	
Telegraphic Transfer	139½
Bank, on demand	140½
ON CALCUTTA.—	
Telegraphic Transfer	139½
Bank, on demand	140½
ON SHANGHAI.—	
Bank, at sight	74
Private, 30 days' sight	74½
ON YOKOHAMA.—	
On demand	8 % pm.
ON MANILA.—	
On demand	2½ % pm.
ON SINGAPORE.—	
On demand	1½ % pm.
SOVEREIGNS Bank's Buying Rate	10.60
GOLD LEAF, 100 fine, per tael	55½

JOINT STOCK SHARES

HONGKONG, 7th April.—A fairly active market with mostly rising rates has resulted in a good general business for the week under review, the market closing steady at quotations.

BANKS.—Hongkong and Shanghai have further improved their position with but little business to 189 per cent. prem. Small cash buyers have not yet been satisfied and a demand for time shares still exists. During the week 185, 186, 187, and 189 per cent. prem. have been offered cash without inducing holders to part, and equivalent rates on time have also failed to bring out shares. The latest London quotation is £44. 10s. 0d. Nationals continue unchanged and neglected.

MARINE INSURANCES.—Small sales of Cantons at \$127½, Unions at \$217½, and Straits at \$13 constitute the business of the week, but Cantons close much firmer at \$135. China Traders and the Northern Insurances continue on offer at quotations.

FIRE INSURANCES.—Continue dull and neglected with Hongkongs on offer at \$335 and Chinas at \$98 with only small sales of the latter.

SHIPPING.—Hongkong, Canton, and Macao have ruled steady with sales at \$26½ and close in a small demand at \$27½ but with sellers at at \$27½. Indo-Chinas show a still further improvement, having changed hands in fair lots at \$62, \$63, and \$64 for delivery 30th instant and at \$66 for June. Douglasses remain quiet with sellers and no buyers at \$58. China Mutuals and China Manilas without change or business.

REFINERIES.—China Sugars continue steady to strong, with fair sales at \$168 and \$168½ for 30th instant and at \$171 for May, \$173 for June, and \$175 for July, market closing steady at \$167½. Luzons unchanged and without business.

MINING.—Punjoms, with another poor monthly crushing (314 oz. from 3,008 tons) have ruled quiet and neglected with small sales at \$6½ cash. Oliver's B's have changed hands at \$6 and are still obtainable at that rate (a crushing is advised of 253 oz. from 900 tons). Balmorals are on offer at quotations without finding buyers. Jelebus are obtainable at \$1.75 and Charbonnages at \$140, both without business. Rans have ruled very firm and with a steadily rising market. In the early part of the week shares changed hands at \$25½, \$26, and \$26½, and later at \$27 to \$30 without much business, shares being difficult to get; at time of writing the market is steady at \$29½. The rough clean-up for March gives 3,070 oz. of amalgam from 1,400 tons stone for five weeks'

work, a result about equivalent to the former rough clean-up of four weeks' working.

DOCKS, WHARVES, AND GODOWNS.—Hongkong and Whampoa Docks have continued to rule firm and in request by investors. The rate gradually hardened to 255 per cent. prem. after small sales at 252 and 253. On time a few small lots at rather better than equivalent rates have changed hands. Kowloon Wharves remain neglected and without business. Wanchai Godowns unchanged.

LANDS, HOTELS, AND BUILDINGS.—Hongkong Lands still rule neglected with sellers at \$73½ and probably at half a point lower. Hotels have found buyers at \$54 and close steady to strong at that rate. Humphreys have found buyers at \$8 and are wanted further at that rate. West Points unchanged and without business.

MISCELLANEOUS.—Green Islands have been negotiated at \$28½ and \$28½ for old and at \$13½ for new issue. Electrics have changed hands at \$9½ and Campbell and Moores at \$8½. Other stocks under this heading including Cottons remain unchanged and without business.

Closing quotations are as follow:—

COMPANY.	PAID UP.	QUOTATION.
Banks—		
Hongkong & S'hai...	\$125	189 ½ % prem=
China & Japan, prf.	£5	nominal
Do. ordinary...	£4	nominal
Do. deferred...	£1	£5. 6s., buyers
Natl. Bank of China		
B. Shares	£3	\$19
Founders Shares...	£1	\$19
Bell's Asbestos E. A. ...	£1	nominal
Campbell, Moore & Co.	\$10	\$8.75, buyers
China Sugar	\$100	\$167½, sales
Cotton Mills—		
Ewo.....	Tls. 100	Tls. 100, sellers
Hongkong	\$40	\$30, sellers
International	Tls. 100	Tls. 110
Laou Kung Mow ...	Tls. 100	Tls. 103
Soychee	Tls. 500	Tls. 505
Yahloong	Tls. 100	Tls. 93
Dairy Farm Co.		
Fenwick & Co., Geo. ...	\$25	\$30
Green Island Cement...	\$10	\$28½, sales & sellers
Do. New Issue.....	\$2½	\$14, sellers
H. & China Bakery ...	\$50	\$33
Hongkong & C. Gas ...	£10	\$125
Hongkong Electric ...	\$10	\$9½, sales
H. H. L. Tramways ...	\$100	\$105
Hongkong Hotel	\$50	\$54, sales
Hongkong Ice	\$25	\$107, sellers
H. & K. Wharf & G... ..	\$50	\$57, sellers
Hongkong Rope.....	\$50	\$164, sellers
H. & W. Dock	\$125	255 p. ct. prem.=
Insurances—		
Canton.....	\$50	\$135, buyers
China Fire	\$20	\$98, sellers
China Traders'	\$25	\$64, sellers
Hongkong Fire	\$50	\$335, sellers
North-China	£25	Tls. 148, sellers
Straits	\$20	\$13, sales
Union	\$50	\$217½, sellers
Yangtze.....	\$60	\$140, sellers
Land and Building—		
H. Land Investment.	\$50	\$73, sales
Humphreys Estate...	\$10	\$8½, buyers
Kowloon Land & B.	\$30	\$17
West Point Building	\$40	\$20, sellers
Luzon Sugar	\$100	\$39, sellers
Mining—		
Charbonnages	Fcs. 500	\$140, sellers
Great E. & O'donian	\$5	\$5.25, sellers
Do. Do.	\$2½	\$2.50, sellers
Jelebu	\$5	\$1½, sellers
New Balmoral	\$1	\$1.20, sales
Do. Preference ...	\$1	\$1.40, sellers
Oliver's Mines, A. ...	\$5	\$18, sellers
Do. B. ...	\$2½	\$6, sellers
Punjom	\$5	\$6.25, sellers
Do. Preference...	\$1	\$1.70, sellers
Raub	14s. 10d.	\$29½, sales
New Amoy Dock	\$10	\$17½, buyers
Steamship Coy.—		
China and Manila ...	\$50	\$74, sellers
China Mutual Ord...	£10	£7 5s., buyers
Do. Preference...	£10	£5 buyers
Do. Do.	£5	£2 10s., buyers
Douglas S. S. Co. ...	\$50	\$58, sellers
H., Canton and M...	\$15	\$27½, sales & buyers
Indo-China S. N. ...	£10	\$63½, sales
Tebrau Planting Co...	\$5	\$5, sellers
Do.	\$2	\$2, sellers
United Asbestos.....	\$2	\$1.40
Do.	\$10	\$10, nominal
Wanchai Wareh'se Co.	\$37½	\$41
Watson & Co., A. S. ...	\$10	\$12, sales & sellers

J. V. Y. VERNON, Broker.

SHANGHAI, 4th April.—(From Messrs. J. P. Bisset & Co.'s Report)—The business of the week was moderate, and has been characterised chiefly by a decline in Hongkong and Shanghai Bank shares, and in Shanghai-Langkai Tobacco shares. Banks.—Hongkong and Shanghai Banking Corporation. Shares were placed at 190 per cent. premium for cash, and sales to Hongkong at 184 per cent. premium are reported. The market closes firm, with buyers. Shares are offering for the 30th current, at the equivalent of 188 from Hongkong. Bank of China and Japan, Ltd.—The annual meeting of shareholders was held in London on the 28th ultimo, and passed off harmoniously. The 7th and last instalment of 10/0 per share on the call of £3. 15s. 0d. was due on the 2nd instant. Marine Insurance.—China Traders' Insurance shares changed hands at \$65, and Yangtszes at \$142. Straits Insurance Co.—Shares are wanted at \$13. Fire Insurance.—There is no local business to report. Shipping.—India-China S. N. shares have been in demand, and business has been done locally at Tls. 45 cash and Tls. 45½ for 31st May, and to Hongkong at \$60½, \$60 and \$62. Sugar Companies.—No business reported. Peak shares are weak with sellers. Mining.—Raub Australian Gold Mining shares were placed to Hongkong at \$27½ and \$28 and locally at \$28½. Docks, Wharves, and Godowns.—Boyd & Co. shares were placed at Tls. 197½, S. C. Farnham & Co. shares Tls. 173, Shanghai Dock shares at Tls. 75, 80 and 70 for cash, and Tls. 70 to Tls. 79 for 30th June. Lands. No business reported. Industrial.—Business was done in Cotton Mill shares:—Internationals at Tls. 110, Laon-Kung-Mow Tls. 103 and wanted, and Soy Chee at Tls. 505. Major Brothers shares changed hands at Tls. 35, China Flour Mill shares at Tls. 55, Shanghai Ice shares at Tls. 115, and American Cigarette shares at Tls. 95. Miscellaneous.—Shanghai-Sumatra Tobacco shares were sold at Tls. 84, to Tls. 87 cash. Shanghai Langkat Tobacco shares sold at Tls. 300 and Tls. 290, and afterwards were forced off at Tls. 270, Tls. 260 and Tls. 250 cash, Tls. 300 for April, Tls. 310 for May, and Tls. 350 for July. The closing cash price is Tls. 250. Loans.—In Debentures, 5½ per cent. Municipal were placed at par, 5 per cent. at Tls. 98, and 6 per cent. Wharf at Tls. 102.

Quotations are:—

BANKS.

Hongkong and Shanghai.—\$342.50.
Bank of China and Japan, dehd.—£5,5.0
Do. ordinary.—Nominal.
National Bank of China, Ltd.—\$18.50.

COTTON MILLS.

Ewo Cotton Spinning & W. Co., Ltd.—Tls. 100.00.
Hongkong Cotton S. W. & D. Co.—31.00.
International Cotton Man. Co., Ltd.—Tls. 110.00.
Laon-kung-mow Cotton Co., Ltd.—Tls. 103.00.
Soy Chee Cotton Spinning Co., Ltd.—Tls. 505.00.

DOCKS, WHARVES, &c.

Boyd & Co., Ltd., Founders.—Nominal.
Boyd & Co., Limited.—Tls. 197.50.
Hongkong and Kowloon Wharf Company.—\$58.
Hongkong and Whampoa Dock Co., Ltd.—\$437½.
S. C. Farnham & Co.—Tls. 173.00.
Shanghai Engineering S. & D. Co.—Tls. 70.00.
Shanghai & Hongkew Wharf Co.—Tls. 120.00.

INSURANCES.

Canton Insurance Office, Ltd.—\$130.
China Fire Insurance Co., Ltd.—\$99.
China Traders' Insurance Co., Ltd.—\$65.
Hongkong Fire Insurance Co., Ltd.—\$337½.
North China Insurance Co., Ltd.—Tls. 200.00.
Straits Insurance Co., Ltd.—\$13.
Union Insurance Society of Canton, Ltd.—\$225.
Yangtsze Insurance Assocn., Ltd.—\$142.

LANDS.

Hongkong Land Invest. & A. Co., Ltd.—\$74.
Humphreys Estate and Finance Co., Ltd.—\$8½.
Shanghai Land Invest. Co., (fully pd.)—Tls. 92.50.

MINING.

Punjom Mining Co., Ltd.—\$6.25.
Punjom Mining Co., Ltd., pref. shares.—\$1.80.
Raub Australian Gold Mining Co., Ltd.—\$28.
Sheridan Consolidated Co.—Tls. 2.50.

SHIPPING.

China-Mutual Preference.—Tls. 60.00.
Do. ordinary, £5 paid.—Tls. 26.
Co-operative Cargo Boat Co.—Tls. 170.00.
Douglas Steamship Co., Ltd.—\$59.
Hongkong, Canton and Macao.—\$27.
Indo-China Steam N. Co., Ltd.—Tls. 45.07.
Shanghai Cargo Boat Co.—Tls. 180.00.
Shanghai Tugboat Co., Ltd.—Tls. 210.00.
Taku Tug & Lighter Co., Ltd.—Tls. 110.00.

SUGAR.

China Sugar Refining Co., Ltd.—\$168.
Luzon Sugar Refining Co., Ltd.—\$40.
Perak Sugar Cultivation Co., Ltd.—Tls. 39.00.

MISCELLANEOUS.

American Cigarette Co.—Tls. 95.00.
Central Stores, Ltd.—\$13.
China Flour Mills Co.—Tls. 55.00.
Hall & Holtz, Ltd.—\$40.00.
Llewellyn & Co., J., Limited.—\$60.00.
Major Brothers, Limited.—Tls. 35.00.
Shanghai Feather Cleaning Co.—Tls. 500.00.
Shanghai Gas Co.—Tls. 215.00.
Shanghai Horse Bazaar Co., Ltd.—Tls. 75.00.
Shanghai Ice Company.—Tls. 115.00.
Shanghai Langkat Tobacco Co., Ltd.—Tls. 270.00.
Do. New Issue.—Nominal.
Shanghai Rice Mills Co.—Tls. 30.00.
Shanghai Sumatra Tobacco Co.—Tls. 87.00.
Shanghai Waterworks Co., Ltd.—Tls. 101.00.
Watson Co., A. S., Limited.—\$12.

TONNAGE.

SHANGHAI, 4th April (from Messrs. Wheelock & Co.'s report).—In our local freight market little of interest has occurred homewards, attention being principally directed to coast business, in which there have been most lucrative rises all round (for rates see list at foot). Rates of freight are:—London, by Conference Lines, general cargo 35s.; waste silk 37s. 6d.; tea 35s.; Northern Continental ports, by Conference Lines, general cargo 35s.; waste silk 37s. 6d.; tea 35s.; New York via London, by Conference Lines, general cargo 42s. 6d.; waste silk 45s.; tea 42s. 6d.; Baltimore via London, by Conference Lines, general cargo 47s. 6d.; waste silk 50s.; tea 47s. 6d.; Konigsberg via London, by Conference Lines, general cargo 42s. 6d.; waste silk 45s.; tea 42s. 6d.; Manchester, by Conference Lines, general cargo 47s. 6d.; waste silk 50s.; tea 47s. 6d.; Liverpool, by Conference Lines, general cargo 42s. 6d.; waste silk 45s.; tea 42s. 6d.; Hamburg, by Conference Lines, general cargo 35s.; waste silk 37s. 6d.; tea 35s. Above rates are subject to a deferred return, as per Conference circular. Havre, by Conference Lines, tallow 32s. 6d. net, general cargo 32s. 6d. net, waste silk 35s. net, tea 32s. 6d. net; Genoa, by Conference Lines, tallow 32s. 6d. net, general cargo 32s. 6d. net, waste silk 35s. net, tea 32s. 6d. net; Marseilles, by Conference Lines, tallow 32s. 6d. net, general cargo 32s. 6d. net, waste silk 35s. net, tea 32s. 6d. net. 42s. 6d. per ton of 20 cwt. for above three ports. New York, by sail, 20s. nominal. New York via Pacific, 1½ gold cents per lb. tea, 3 cents per lb. silk, \$9 per ton strawbraid. New York via Suez, 27s. 6d. per ton general cargo, 10s. extra for Turmeric. Boston, 35s. per ton general cargo; 10s. extra for Turmeric. Philadelphia, 35s. per ton general cargo; 10s. extra for Turmeric. Coast rates.—Mojito to Shanghai \$1.50 per ton coal; Nagasaki to Shanghai \$1.40 per ton coal; Newchwang to Kobe 33 sen; Newchwang to Swatow 33 cents; Newchwang to Canton 38 cents; Wuhu to Canton 25 cents.

VESSELS ON THE BERTH.

For LONDON.—Sunda (str.), Izion (str.), Glen-shiel (str.), Chusan (str.).
For SAN FRANCISCO.—City of Peking (str.), West York, Imberhorne, Doric (str.).
For NEW YORK.—Benalder (str.), Lennox (str.).
For VANCOUVER.—Empress of India (str.).
For BREMEN.—Princes Heinrich (str.).
For PORTLAND.—Argyll (str.).
For AUSTRALIA.—Menmuir (str.).
For MARSEILLES.—Tamba Maru (str.), Melbourne (str.).
For VICTORIA.—Tacoma (str.).

SHIPPING.

ARRIVALS AND DEPARTURES SINCE LAST MAIL.

HONGKONG.

April—

ARRIVALS.

1, Queen Olga, British str., from New York.
2, Wosang, British str., from Canton.
2, Oceana, German str., from Moji.
2, Canton, British str., from Moji.
2, Kaifong, British str., from Canton.
2, Formosa, British str., from London.
2, Arratoon Apear, Brit. str., from Calcutta.
2, Ask, Danish str., from Haiphong.
2, Ariake Maru, Jap. str., from K'ohinotzu.
2, Hsinchi, Chinese str., from Canton.
2, Clara, German str., from Haiphong.
3, Frejr, Danish str., from Pakhoi.
3, Haimun, British str., from Tamsui.
3, Kweiyang, British str., from Tientsin.
3, Westburg, Russian bark, from Fremantle.
3, Machew, British str., from Bangkok.
4, Nanshan, British str., from Singapore.
4, Socotra, British str., from Yokohama.
4, Yiksang, British str., from Canton.
4, Loksang, British str., from Taku.

4, Taisang, British str., from Moji.
4, Changsha, British str., from Sydney.
4, Kwanglee, Chinese str., from Shanghai.
4, Yungching, Chinese str., from Shanghai.
5, Dante, German str., from Saigon.
5, Kwongsang, British str., from Canton.
5, Vladimir Monomach, Rus. cr., from S'pore.
5, Haitan, British str., from Coast Ports.
5, Chunsang, British str., from Shanghai.
5, Shantung, British str., from Java.
5, Gefion, German cruiser, from a cruise.
5, Dardanus, British str., from Amoy.
5, Prinz Heinrich, German str., from Bremen.
6, Loongmoon, German str., from Shanghai.
6, Doyo Maru, Japanese str., from Iloilo.
6, Macduff, British str., from Liverpool.
6, Nanchang, British str., from Tientsin.
6, Albion, British str., from Bangkok.
6, Fausang, British str., from Chinkiang.
6, Holstein, German str., from Saigon.
6, Kawachi Maru, Jap. str., from Middlesbro'.
6, Riojun Maru, Jap. str., from Nagasaki.
7, Hongkong, French str., from Haiphong.
7, Szechuen, British str., from Canton.
7, Hailoong, British str., from Tamsui.
7, Woosung, British str., from Canton.
7, Benvenue, British str., from Saigon.
7, Chowfa, British str., from Bangkok.
7, Keongwai, British str., from Bangkok.
7, Leeyuen, Chinese str., from Chefoo.
7, Chiswick, British str., from Saigon.
7, Ingraban, German str., from Saigon.
7, Rugby, British str., from Cardiff.
7, Melbourne, French str., from Shanghai.
7, Imberhorne, British ship, from Shanghai.
8, Mathilde, German str., from Haiphong.
8, Australian, British str., from Sydney.
8, Bygdo, Norwegian str., from Saigon.
8, Candia, British str., from London.
8, Fushun, Chinese str., from Shanghai.
8, Kiangpak, Chinese str., from Hankow.
8, Loyal, German str., from Moji.
8, Prosper, Norwegian str., from Saigon.
8, Chowtai, British str., from Bangkok.
8, Sabine Rickmers, Ger. str., from Shanghai.
8, Doric, British str., from San Francisco.
8, Loksang, British str., from Canton.
8, Kwanglee, Chinese str., from Canton.

April—

DEPARTURES.

2, Antenor, British str., for Amoy.
2, Hailan, French str., for Hoihow.
2, Thames, British str., for Europe.
2, Victorious, British battleship, for Chefoo.
2, Bengloe, British str., for Yokohama.
2, Borneo, British str., for Singapore.
2, Ceres, German str., for Hamburg.
2, Chiyuen, Chinese str., for Shanghai.
2, Hakosan Maru, Jap. str., for Saigon.
2, P. C. C. Kiao, British str., for Bangkok.
2, Peiyang, German str., for Shanghai.
2, Verona, British str., for Shanghai.
2, Wosang, British str., for Saigon.
3, China, German str., for Saigon.
3, Glenfalloch, British str., for Amoy.
3, Kaifong, British str., for Tientsin.
3, Kintuck, British str., for Shanghai.
3, Nanyang, German str., for Swatow.
3, Queen Olga, British str., for Shanghai.
3, Rio, German str., for Saigon.
3, St. Andrew, Norw. str., for Shanghai.
3, Siam, British str., for Swatow.
3, Teucer, British str., for Shanghai.
4, Marcopolo, Italian cruiser, for Shanghai.
4, Apenrade, German str., for Shanghai.
4, Canton, British str., for Iloilo.
4, Glenturret, British str., for Shanghai.
4, Hinsang, British str., for Saigon.
4, Hsinchi, Chinese str., for Shanghai.
4, Rosetta, British str., for Yokohama.
4, Tancarville, British str., for Paukalan.
4, Kweiyang, British str., for Canton.
5, Yiksang, British str., for Foochow.
5, Kwanglee, Chinese str., for Canton.
5, Ask, Danish str., for Haiphong.
5, Triumph, German str., for Hoihow.
5, Teucer, British str., for Shanghai.
5, Oceana, German str., for Saigon.
5, Loksang, British str., for Canton.
5, Columbia, British str., for Tacoma.
5, Esmeralda, British str., for Manila.
5, Formosa, British str., for Shanghai.
5, Frejr, Danish str., for Hoihow.
5, Haimun, British str., for Swatow.
5, Kwongsang, British str., for Tientsin.
5, Martha, German str., for Saigon.
5, Yungching, Chinese str., for Canton.
6, Clara, German str., for Haiphong.

- 6, Dardanus, British str., for London.
- 6, Empress of China, Brit. str., for V'couver.
- 6, Hermes, Norw. str., for Hongay.
- 6, Jacob Diederichsen, Ger. str., for V'stock.
- 6, Socotra, British str., for Singapore.
- 6, Tordenskjold, Norw. str., for Yokohama.
- 6, Loongmoon, German str., for Canton.
- 7, Nanchang, British str., for Canton.
- 7, Hohenzollern, German str., for Yokohama.
- 7, Fausang, British str., for Canton.
- 7, Arratoon Apar, British str., for Calcutta.
- 7, Prinz Heinrich, German str., for Shanghai.
- 7, Haitan, British str., for Swatow.
- 7, Hydaspes, British str., for Kobe.
- 7, Macduff, British str., for Shanghai.
- 8, Leeyuen, Chinese str., for Canton.
- 8, Nanshan, British str., for Guayan.
- 8, Woosung, British str., for Saigon.
- 8, Kawachi Maru, Jap. str., for Yokohama.
- 8, Taisang, British str., for Saigon.

PASSENGER LIST.

ARRIVED.

Per *Thames*, from Shanghai for Hongkong, Mr. G. R. Wingrove, Mrs. Walker, Mr. D. C. Campbell, Miss Moler, and Mr. Tow Kin Hing; for London, Mr. and Mrs. A. C. Lord, Mr. and Mrs. Cooper, child and infant, Mr. and Mrs. Master Hunter and child, Miss Carlyle, Miss Elopon, Mr. and Mrs. Ryrie, child and infant, Mr. and Mrs. Reid, Mrs. Montague Ede, child and infant, Mr. L. W. Eade, and Mr. A. J. Simpson; for Marseilles, Mr. and Mrs. Gardner, Mr. and Mrs. Tomalin, Revs. L. Byrde, A. Bermyn, P. de Boeck, A. Harman, H. Raymathers, T. Stragier, and T. Meyer.

Per *Verona*, for Hongkong from London, Mr. H. Burton, Comdr. J. Tuke, Messrs. Alderton, A. L. Walker, A. Turner, Mrs. Turner, Messrs. J. Kirkwood, T. Clark, Mrs. Ford and 2 infants, Messrs. Berwick, Berwick, Jr., and Reid; from Marseilles, Mr. H. L. Dodge; from Brindisi, Rev. and Mrs. Bennett; from Melbourne, Miss Cummings, Miss M. Cummings; from Bombay, Mr. H. L. Johnstone; from Colombo, Mr. A. P. Simpson, Mr. and Mrs. F. Bois, and Mr. F. B. Constable; from Penang, Messrs. E. Collinge, J. M. Ferguson, F. Rolph, W. Myers, H. Hitchcock, and F. W. Clark; from Singapore, H. E. Sir Chas. Mitchell, C. M. G., Lady Mitchell, and Mr. H. Stone; for Shanghai from London, Messrs. J. M. Vaughan, Kemp Welch, G. Ellacombe, A. Willis, Mr. and Mrs. Sewell, Miss Watson, Mr. W. J. Gresson, Misses Mundle and Phillip, Messrs. Cheyne and R. C. Browne; from Brindisi, Messrs. H. H. Kapsch and A. H. Gilmore; from Ismailia, Rev. F. L. Pott; from Penang, Mr. W. B. Andrew; for Nagasaki from Bombay, Mr. and Mrs. O'Callaghan; for Kobe from Brindisi, Mr. A. W. Allen; for Yokohama from London, Mr. and Mrs. Herapath, Messrs. Whitehead, G. H. Booth, Dr. Booth, Miss Booth, Mrs. Cottrell, Messrs. J. J. Elliott, T. D. Little, and W. Millett; from Brindisi, Sir W. Markley, Lady Markley; from Ismailia, Col. and Mrs. Dickenson, Messrs. H. Lucas and H. L. Newman; from Gibraltar, Mrs. Underhill, Mrs. McQuestion, Mr. and Mrs. McQuestion; from Melbourne, Mr. Gracewood; from Bombay, Mr. H. M. Phipson, Dr. Pechy Phipson, Major D. M. Purden, Messrs. M. Tarapurnwala and F. M. Tarapurnwala; from Colombo, Mr. and Mrs. Forsyth, and Mrs. Fuller.

Per *Arratoon Apar*, from Calcutta, &c., Mrs. White and children, Misses O'Hara, Bailey, Colman and Detrich, Madame Talone, Mrs. Pultaney, Capt. Stuart, Messrs. Assarech, Lambie, Dodge and Tocher Mr. and Mrs. Low Son Sam, and 293 Chinese.

Per *Formosa*, for Hongkong, from London, Capt. and Mrs. Buttenshaw, children and maid, and Mr. Knight; from Singapore, Mr. and Mrs. Thompson, Mr. Sayer, Capt. Sparker, R.N., Mr. and Mrs. Carl Hertz, Messrs. Lyons, Yates, Beaumont, Knowles, Prior, Baker and Hives and Miss Croft; for Shanghai, from London, Mrs. Wingrove and child, Miss Proctor, Dr. and Mrs. Christie, infants and ayah, Mr. Adams and Miss Maclean.

Per *Changsha*, from Sydney, &c., Messrs. Howie, McCartney, Thompson, Want, Foley, Maitland, Skerry, Capt. Calder, Messrs. Horn, Powell, Sturdy, Mr. and Mrs. Gautier, Mrs. and Miss Frampton, Misses Bell, Timms, Fairbrother, and Richardson.

Per *Prinz Heinrich*, from Bremen, &c., Mr.

Lay and family, Mr. Schnerch and family, Mr. B. Abesser, Dr. R. Eichheim, Mr. Allen, Mr. and Mrs. Ludolph, Mrs. Seager, Messrs. Warner, Neilsen, R. Bittrich, Mrs. J. Callen, Miss Buchmann, Dr. G. Olpp, Capt. J. Bendixen, Messrs. Forstmann, A. Imhoff, W. Banneister, Strauss, P. Lewis, C. Bolling, and H. Lucht.

Per *Melbourne*, from Shanghai, Messrs. H. Grimes, Tsa Poa Hoa, Quan Zong Lee, Mr. and Mrs. Faza, Mr. and Mrs. Collinge, Messrs. Gomes, S. Fukuchy, James Hall, Lo Wing Bun and child, Messrs. Chan Chieh Ling, R. T. Head, and Yit Yen Chin.

DEPARTED.

Per *Gaelic*, for Shanghai, Messrs. G. Wiele, McQueen, George, Mrs. Wills, Mr. W. S. Given, Mrs. North; for Nagasaki, Mr. F. S. Mesa; for Kobe, Mr. C. R. Burton, Mrs. de Nalda and 3 children, Mrs. de Marcaida and child, Mr. and Mrs. J. S. Banks, Mr. James Hay, Miss Hay, Messrs. H. A. Peto, W. Dorothy, K. Nobala, and J. A. Barretto; for Yokohama, Mrs. A. Clark, Mr. and Mrs. W. N. Craine, Mr. and Mrs. H. S. Pikands, Miss Fritz, Mr. Flood, Miss Flood, Messrs. Walter Fritz, Herbert Smith, James H. White, F. W. Blechynden, F. Blad, and A. Stewart; for San Francisco, Messrs. H. U. Jeffries, H. Schubert, Mr. and Mrs. Hong Sling and 2 children, Mr. Lee Chuck and child, Messrs. H. T. Weeks, C. N. Post, J. S. Post, Mr. and Mrs. Toy Chan and 2 children, Miss Florence N. Worley, Mr. J. G. Hitchfield, Mrs. Pang Choy Kum; for Vancouver, Mr. and Mrs. Luther Short; for Portland, Miss L. M. Gerber; for London, Messrs. A. F. Greig and G. A. Roesber.

Per *Thames*, from Hongkong for Singapore, Mr. and Mrs. V. V. Hocorma and child, Messrs. A. J. dos Santos, M. R. dos Santos, F. G. Price, and R. G. Gutierrez, Misses Maria da Conceicao and Luiza da Conceicao; for Penang, Mr. Pastourel; for Colombo, Mr. and Mrs. Grainger; for Marseilles, Mr. A. H. Haerri, and Dr. D. E. Brown; for London, Lieut. C. W. Bellairs, R.N., Mr. and Mrs. E. B. Shaw, Mr. R. L. Macleay, Miss Macleay, Mr. and Mrs. W. Brooks and child, Miss Rilot, Messrs. E. F. Seymour and G. G. Harvey, Commander A. W. Waymouth, R.N., Mr. C. Allison, and Dr. A. D. Fraser; for London via Marseilles, Dr. Hartigan; from Shanghai for London, Mr. and Mrs. Cooper, child and infant, Mr. and Mrs. Master Hunter and child, Misses Carlyle, Elopon, Mr. and Mrs. Ryrie, child and infant, Mr. and Mrs. Reid, Mrs. Montague Ede, child and infant, and Mr. A. J. Simpson; for Marseilles, Mr. and Mrs. Gardner, Mr. and Mrs. Tomalin, Revs. L. Byrde, A. Bermyn, I. de Boeck, A. Harman, H. Raymathers, T. Stragier, and T. Meyer; from Yokohama for London, Mr. Thomas Rider.

Per *Tokio Maru*, for Sydney, &c., Mrs. R. W. Giblin and child, Mrs. A. Hearne and 5 children, Miss Booth, Messrs. Philip London, M. Kanematsu, C. Bill, and A. W. Teale.

Per *Rosetta*, from Hongkong for Yokohama, Mr. and Mrs. H. A. Ritchie; for Kobe, Messrs. F. de Ojinaga and A. de Ojinaga; for Kobe from Brindisi, Mr. A. W. Allen; for Yokohama from London, Mr. and Mrs. Herapath, Messrs. Whitehead, G. H. Booth, Dr. Booth, Miss Booth, Mrs. Cottrell; from Gibraltar, Mrs. Underhill, Miss McQuestion, Mr. and Mrs. McQuestion; from Bombay, Mr. and Mrs. O. Callaghan, Major B. M. Purden, Messrs. M. Tarapurnwala and F. M. Tarapurnwala; from Brindisi, Sir W. Markby, Lady Markby; from Ismailia, Col. and Mrs. Dickinson, Mr. H. Lucas, Mr. and Mrs. H. L. Newman; from Melbourne, Mr. Gracewood; from Colombo, Mr. and Mrs. Forsyth, and Mrs. Fuller.

Per *Verona*, for Shanghai from Hongkong, Mr. Edwards, Mr. and Mrs. Alfred Kaufmann, Messrs. S. Oliveira, A. Rodrigues, A. das Cadas, B. Maher, H. C. Nicolle, and W. H. Shaw; from Penang, Mr. W. B. Andrew; from Bombay, Mr. L. Melville; from Marseilles, Mr. Snagge; from London, Messrs. J. M. Vaughan, K. Welch, G. Ellacombe, A. Willis, Mr. and Mrs. Sewell, Miss Watson, Mr. W. J. Gresson, Miss Mundle, Miss Phillip, Messrs. Cheyne and R. C. Browne; from Brindisi, Messrs. N. H. Kupsch and A. H. Gilmore; from Ismailia, Rev. F. L. Potts.

Per *Formosa*, for Shanghai from Hongkong, Messrs. Goruneliu and G. R. Wingrove; from London, Mrs. Wingrove and child, Miss Proctor, Dr. and Mrs. Christie and 2 infants, Mr. Adams,

and Miss Maclean; for Yokohama, Messrs. M. N. Baker, C. B. Hives, and Miss Croft.

Per *Haimun*, for Amoy, Mr. W. Whitehead.

Per *Socotra*, for Singapore, Mr. C. J. Demes.

Per *Esmeralda*, for Manila, Messrs. Ramon Garcia Plana, Frank Plant, R. H. Wright, J. J. Collins, Miss E. de Marcaida and Miss A. de Marcaida, Mr. Luis Elzinger Dumas, Mrs. Siegert and child.

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